1. Task Number		2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060612HCC3582		1951	
3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY	
840	2006 04 30	2006 06 14	

6. Synopsis of Accident or Complaint **UPC**

A 33-year-old male was riding a kite tube and was approximately 15-20 feet in the air when the kite tube dived suddenly and the victim hit the water. He died of a transection of the aorta.

[redacted] 9/6/06

COMMENTS: ___ YES ✓ NO
___ OVERRULED; ___ ATTACHED
✓ EXCISIONS/FOIA Exs. 25c
✓ Revisions
✓ DO NOT RE-NOTIFY ___ RE-NOTIFY

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	ORANGE	TX

10A. First Product	10B. Trade/Brand Name	10C. Model Number
1200 - Sports And Recreational Acti	WEGO KITE TUBE	53-500

10D. Manufacturer Name and Address
SPORTSSTUFF INCORPORATED
11213 E. Circle #A
Omaha,. NE

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
33	1 - Male	8 - Death	62 - Intern. Org. Inj.
16. Body Part(s) Involved	17. Respondent	18. Type of Investigation	19. Time Spent (Operational / Travel)
31 - UPPER TRUNK	2 - Eyewitness	3 - Other	27 / 0.5

20. Attachment(s)	21. Case Source	22. Sample Collection Number
2 - Documents	05 - Newspaper	

23. Permission to Disclose Name (Non **NEISS** Cases Only)

○ **Yes** ● **No** ○ Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
06/28/2006	8631	Frank J. Nava

27. Distribution	28. Source Document Number
Ingle, Robin L.	X0660330A

DESCRIPTION OF RESPONDENTS:

This investigation was assigned based on a news article and was requested to be completed on shortened time. The investigative report was obtained from the Texas Parks & Wildlife Department. On June 19, 2006, the Justice of the Peace who declared the victim deceased was contacted for investigative and autopsy reports. On June 21, 2006, this investigator interviewed the game warden who prepared the accident report. On June 23, 2006, this investigator spoke with one of the witnesses (identified as the observer on the boat). On June 23, 2006, this investigator made several attempts to contact the boat operator and the victim's wife. On June 26, 2006, the attorney for the victim's wife returned the telephone call and provided an interview via telephone. The boat operator never returned this investigator's calls. On June 27, 2006, the responsible party with the United States Coast Guard was interviewed.

SUMMARY OF FINDINGS:

The 33-year-old victim and his 31-year-old wife live in Orange, Texas which is approximately two hours east of Houston, Texas. According to the accident investigation report, the victim and his wife recently purchased the kite tube and the boat that was pulling the water kite tube. The report also indicates that the operator of the boat on the day of the incident indicated that the victim had only used the kite tube on one other occasion, the day before the incident.

On Sunday, April 30, 2006, the victim, his wife, and three friends were boating in Sabine Lake near the Neches River. According to the accident investigation report, the victim and his party were near Stewts Island. The report indicates that the victim owned a 1998 fiberglass motorboat with a 260 horsepower engine. The boat operator was the victim's friend. Another friend of the victim, his girlfriend, and the victim's wife were sitting in the boat observing the victim on the kite tube.

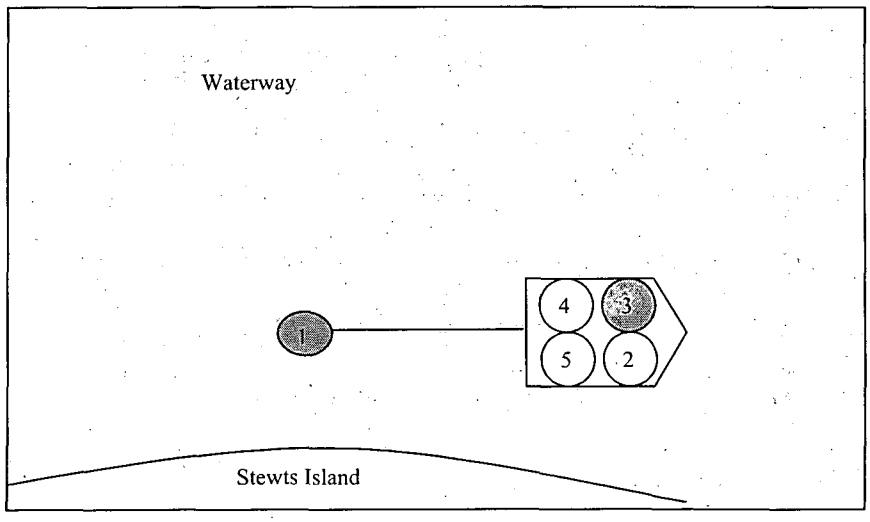


DIAGRAM #1: This diagram shows the boat and who was where in the boat at the time of the incident. #1 is the victim on the kite tube, #2 is the driver of the boat, #3 is the observer on the boat, #4 is the victim's wife, and #5 was a passenger/witness on the boat.

The operator of the boat told the game warden investigating the matter, that at approximately 3:25 p.m. on April 30, 2006, they were boating in Sabine Lake. The operator told the warden that they launched the boat at approximately 1:30 in the afternoon. The operator told the warden that at approximately 3:15 p.m., he was driving the boat and the victim was on the kite tube. The operator stated that he made one pass westbound in front of Stewts Island on the north end of Sabine Lake and turned around in the Neches River and headed eastbound to make another pass in front of the island. According to the operator, he was in the deep part of the channel on the north side of Stewts Island traveling near full throttle while pulling the victim. The operator estimated that he was going approximately 32 miles per hour (mph) and estimated that the throttle was at 90% of its full capacity.

According to the accident investigation report, the operator told the warden that he had reached the eastern most end of Stewts Island and he glanced back and saw that the victim was airborne on the kite tube and he turned back around to concentrate on driving the watercraft. Seconds later, the operator was informed by the second male friend (observer) on the boat that the victim had fallen off the tube and to turn around. When they turned the boat around, the victim was floating face down in the water.

The report indicates that another boat driven by the brother of the male observer on the victim's boat, witnessed the accident and stopped to render aid. The second boat was able to reach the victim first and pulled him into their boat. The people on the second boat did not observe any vital signs and began administering CPR. The boat then called 9-1-1 for medical assistance and sped off to Rainbow Marina to meet emergency service personnel.

The operator of the boat talked with personnel from the United States Coast Guard at the marina and proceeded to ride along with the victim and his wife to the hospital. The victim was pronounced dead by the local Justice of the Peace at St. Mary's Hospital.

The report further stated that the game wardens were patrolling Cow Bayou at approximately 3:45 p.m. when the victim's boat went speeding by with one white male and one white female in the boat. The game wardens pursued the boat at a top speed of 48 mph until they reached the boat ramp at Highway 87 in Bridge City, Texas.

At the boat ramp, the game wardens made contact with the male who was driving the boat back, but was actually the observer in the boat at the time of the incident. When the wardens made contact with the male, he was extremely excited and stated that there was an emergency and he had to leave for the hospital. The male told the wardens about the accident and who was operating the boat at the time of the incident. The male then left the boat running in the water and walked up the dock. The wardens thought he was retrieving a trailer to remove the boat from the water. The male never returned, so the wardens turned off the boat and left a business card for them to contact their office.

The game wardens contacted the Orange County Sheriff's Office, the Port Arthur Police Department, and the Jefferson County Sheriff's Office to inquire as to whether they were investigating the incident. All agencies responded in the negative. The dispatcher at the Orange County Sheriff's Office contacted the game warden and advised him to contact a Lieutenant at the United States Coast Guard (USCG) for more information.

When the game warden contacted the lieutenant at the USCG, he was informed that a USCG patrol boat met the victim's boat at the Rainbow Marina in Port Arthur where the victim had been taken to meet up with an ambulance. The patrol boat operators spoke with the witnesses and identified the operator of the boat. The patrol boat operators noted that there was alcohol in the boat, but that the operator of the victim's boat did not appear intoxicated. Because no law enforcement officers were on scene to administer a blood alcohol level, none was ever obtained.

On May 5, 2006, the day after the victim's funeral, the game warden contacted the operator of the boat for an interview. The operator gave an interview and signed a written statement. According to the interview, the operator stated that he had not drunk any alcohol on the day of the incident. The operator also stated that the boat belonged to the victim and he was operating the watercraft so the victim could ride the kite tube. The operator told the game warden that the kite tube was designed to lift off the water and become airborne. He verified to the warden that he glanced back and saw the victim airborne and then turned his attention back to driving the boat. The operator told the warden that the male observer in the boat then informed him that the victim fell and when the boat got near the victim, he was face down in the water. The operator stated that there was no contact with any other object with the victim except for the water.

On May 5, 2006, the game warden interviewed the male friend in the boat that was acting as the observer. This witness told the warden that the victim was riding a kite tube that was designed to catch air when certain speeds were reached. The observer told the warden that the victim had the kite tube approximately 15 to 20 feet in the air when the tube began a hard nose dive to the left. The observer stated that when the victim fell into the water he did not have contact with the tube. The observer told the warden that the victim skidded two times on the surface of the water before coming to a stop. The observer noticed that the victim was face down and appeared to be unconscious. According to his statement to the warden, the victim started waving down a nearby boat which was operated by his brother.

The game warden noted that the weather on the day of the incident was clear and the air temperature was 85 degrees Fahrenheit and the water temperature was 80 degrees Fahrenheit. The warden also noted that the winds were light between 0 and 6 mph and the water was choppy. The water depth at the location of the accident was estimated to be 40 foot.

The accident investigation report indicates that the victim was wearing a personal flotation device at the time of the incident. The warden observed that there were Coast

Guard approved flotation devices in the boat that were accessible, but that the passengers in the boat were not wearing them. The flotation device used by the victim was classified as a Coast Guard approved type III device. The remaining flotation devices in the boat were also type III devices.

The warden noted in the accident investigation report that the operator of the boat did not consume any alcohol or drugs the day of the incident. The victim was reported to have consumed three beers in a two hour period prior to the accident and no drugs.

The warden concluded his report to say that the cause was accidental in nature due to the inexperience of both the boat operator and the victim. Although the boat operator reported that he had over 100 hours of boating experience, this particular boat was new. The operator told the warden that the kite tube was brand new and they had only used it on one prior occasion which was the day before the accident.

The warden noted in the report because of the design of the kite tube, the person riding it controls the height of the tube by leaning forward or backward. The operator of the boat only controls the speed of the boat and thus the kite tube on the water. The warden noted that both parties were inexperienced with the kite tube and were unaware of its inherent dangers.

The game warden stated in his report that this particular piece of equipment is new to the market and therefore he is unsure exactly what a safe speed would be to operate it at. He understood from witnesses that a safe speed was approximately 25 mph and the boat operator was going approximately 32 mph; therefore, he did not think the boat operator was acting recklessly or with criminal negligence.

According to the game warden, he looked at the warning stickers on the kite tube and there was a warning sticker indicating that the tube could reach a height of 20 feet in half of a second.

The game warden noted in the accident investigation report that the autopsy on the victim was completed and that "the cause of death was a transection of the aorta, a deceleration injury caused from the impact of his body with the surface of the water. There was no water in the lungs so the victim died upon impact and did not drown, nor was his neck broken as early reports suggested."

On June 21, 2006, this investigator spoke with the game warden that investigated the matter. The warden stated that he did not directly witness the matter, but collected information for the investigation afterwards. The warden further stated that he viewed the kite tube and tow rope at the business of the deceased. When asked, the warden stated that he did not obtain any information on the tow rope, nor measurements. He stated that it appeared to be a standard ski rope.

The warden stated that when he called the witnesses, they were hesitant to talk with him because an attorney was already involved on behalf of the family. The warden stated

after the boat operator contacted the attorney and he spoke with the attorney, the operator would then talk with him regarding the investigation. The boat operator told the warden that the manufacturer contacted the victim's wife approximately two days after the incident.

The warden told this investigator that the boat operator and the deceased victim were business partners and that the boat and kite tube were at the business when he inspected them. The game warden stated that the kite tube was deflated when he looked at it and that there were numerous warning stickers all over the product. He said that one of the warning labels stated that the tube could obtain 20 feet in less than half a second.

The game warden told this investigator that the witnesses in this matter might not be willing to talk as the family has retained an attorney. The warden was finally able to talk with two of the witnesses, but did not contact the victim's wife as she was extremely distraught after the incident.

On June 23, 2006, this investigator was able to contact the "observer" on the boat and spoke to him regarding the incident. This person stated that the victim purchased the kite tube over the internet only a couple of days before they used it. He stated that the victim had the product sent overnight and received it either Friday or Saturday before the incident.

The observer stated that on the first day (Saturday, April 29) everyone used the kite tube, but that nobody was getting any "air" and that he found it very difficult to use. He stated that the victim even found it difficult to use and told the others he was going to watch the video that night before trying the kite tube the next day. The observer stated that the kite tube kept folding over and that it was wobbly. He stated that when inflated, it was over 10 foot in diameter.

Prior to using the kite tube the following day, the victim told the others that it was all about technique and that by watching the video he realized that it was more than just hanging on.

The observer told this investigator that the next day, the victim was the only person to use the kite tube and he was attempting the second pass when the accident occurred. The observer stated that the victim had the kite tube in the air and that it suddenly veered to the victim's left (the observer's right) and that the kite tube turned upside down right before it hit the water. He stated that the victim let go of the kite tube immediately before it hit the water and was face down when the boat got back to him.

When this investigator asked about the boat that was being used, the observer stated that the victim owned it less than a month. He further stated that the victim sold his old boat the Friday before Easter to the observer's brother.

When asked about the tow rope that was used, the observer stated he believed it was about 60 foot long and that it was the rope that came with the kite tube. He stated that

there were three colors to the rope and that each section was approximately 20 feet long. He stated that at the time of the incident, all three colors were attached and that is why he estimates the length at 60 feet. He did not know the brand of the tow rope and only understood it to be the one that came with the kite tube.

This investigator asked about his relationship with the victim, and the observer stated that he has known the victim for a long time and that he is the same age as his sister and the victim lived with his family for some time while he (the observer) was growing up. He stated that he ultimately went to work for the victim at his maintenance shop, however, after the victim's death; the shop was unable to stay open and has since closed.

This investigator asked about the location of the product and the observer stated that they went and picked it up from the Coast Guard and it was stored at the victim's shop, however, everything has been cleaned out and he is unsure where the product is.

On June 23, 2006, this investigator left messages for both the driver of the boat and the victim's wife to return a telephone call.

On June 26, 2006, the attorney for the victim's wife returned the telephone call. At this time, the victim's wife is still very distraught over the incident; therefore, the attorney of record was interviewed in this matter. The attorney stated that the victim purchased the item online from skilimited.com. The attorney believed that the victim purchased the item for about $499.

According to the attorney, the victim is a water enthusiast and he has grown up on the water and has always done lots of water sports activities. The attorney knows the victim well and considers his family good friends. According to the attorney, the victim is very physically fit and has no physical limitations. The attorney did not know the victim's weight, but stated that he was well over six foot tall. Additionally, the attorney stated that the victim owned a construction business and since the death of the victim, the family has begun to shut the business down as no one else is capable of running the business.

When asked about the tow rope that was used, the attorney stated that the tow rope came with the kite tube. He verified the observer's statement that the rope came in different lengths and further said that the rider would put the length based on how high he wanted the kite tube to go.

The attorney said that the victim and his friends first tried the kite tube on that Saturday after watching the video. The attorney stated that he was told that everyone had difficulty on the kite tube and the victim watched the video again after that day.

According to the attorney and verified by this investigator, on April 28, 2006, the kite tube by this manufacturer was named the 2006 sports product of the year by the Sporting Goods Manufactures Association. This was broadcast on Fox news under "Fox and Friends." According to the attorney this is where the victim first saw the product and he

ordered it online that day and received it the next day on April 29, 2006, which is when he first used the product.

The attorney is very concerned about the product being advertised as the sports product of the year since it appears the product is very unstable. The attorney stated that there are too many variables and that the rider has no control. He stated that something as a slight gust of wind can throw the rider off and slam the kite tube with the rider back into the water. The attorney stated that the kite tube is unreasonably dangerous even if it is used as intended by the manufacturer.

The attorney stated that the victim's family has filed suit against the manufacturer and the seller. According to the attorney, neither party has yet to respond to the lawsuit.

The attorney told this investigator that the kite tube is a brand new product out on the market and that he believes it only became available about February or March of this year. He also stated that he understood that the National Park Service at Lake Powell has banned the use of these kite tubes because they are so dangerous. On June 26, 2006, the CPSC investigator in San Francisco provided this investigator the document filed on June 15, 2006, in which a law enforcement specialist with Glen Canyon National Park in Utah/Arizona submitted a request to prohibit kite tubing in that area (See Attachment #6).

On June 26, 2006, this investigator researched the on-line company where the victim purchased the kite tube. The kite tube is listed as no longer available. This investigator called the on-line company and inquired about availability of the kite tube. The customer service representative stated that these specific kite tubes are no longer available. He said that they sold what they had and the manufacturer stated there were no more available at this time.

On June 27, 2006, this investigator spoke with a lieutenant from the United States Coast Guard. This lieutenant stated that they were not the first responders and that they arrived after the victim was in the ambulance being transported to the hospital. He said they contacted the Texas Parks and Wildlife Department to determine if they were going to take jurisdiction. The lieutenant stated that a U.S. Coast Guard boat spotted the kite tube floating in the water after the accident and retrieved it and the following day, the victim's friends picked it up. The lieutenant stated that they did not generate an official report in this matter.

On June 27, 2006, the attorney for the victim's family e-mailed this investigator the Plaintiff's Original Petition (See Attachment #7) that indicates the family and estate is suing the kite tube manufacturer, the on-line company that sold the kite tube, and the boat operator. Given the boat operator's status as a defendant in this matter, this investigator ceased her attempts at contacting him since he was not returning previous telephone calls.

On June 28, 2006, the game warden faxed over the autopsy report on the victim which indicates that the cause of death was transection of aorta with left hemothorax (See Attachment #8). The autopsy report stated that there was 1,200 milliliters of free and

clotted blood within the left chest cavity. The report also indicates that there were no fractures of the cervical spine. The autopsy stated that the victim was 71 ½ inches tall and weighed 225 pounds. The pathological findings on the victim were:

1. Transection of aorta.
2. Left hemothorax (1,200 milliliters of blood).
3. Mild to moderate atherosclerotic coronary artery disease.

The medical examiner also placed a comment at the end of the report which stated:

> "The decedent was being towed behind a boat on a kite tube. According to witnesses, the kite tube flew 15 feet into the air with the decedent and then impacted the water. The impact caused a transection of the aorta due to sudden deceleration of the body."

Additionally, on June 28, 2006, the Justice of the Peace for Jefferson County faxed an autopsy report and included a toxicology report which indicated the victim's blood alcohol level was .04% (See Attachment #9).

PRODUCT DESCRIPTION:

1. **Product Type:** Kite Tube
   Brand: Wega Kite Tube
   Model Number: 53-500
   Manufacturer: Sportstuff Incorporated
   Retailer: Ski Limited
   One Ski Limited Way
   P.O. Box 1000
   Bethel, NC 27812
   Purchase Price: $499

2. **Product Type:** Boat
   Brand: Sea Ray
   Serial Number: SERA4458G798
   Year of Boat: 1998
   Retailer: Unknown
   Purchase Price Unknown

The first product is the Wego Kite Tube is yellow, black, red, and white in color and is 10 foot in diameter. The CPSC investigator in San Francisco was able to locate and obtain exemplar pictures of the Wego Kite Tube (See Photos 1 through 13).

PHOTO #1: This photo shows the outside of the exemplar box from the front.

PHOTO #2: This photo identifies the manufacturer of the kite tube and that it was made in China.

The manufacturer's web site provides the following details on the kite tube:

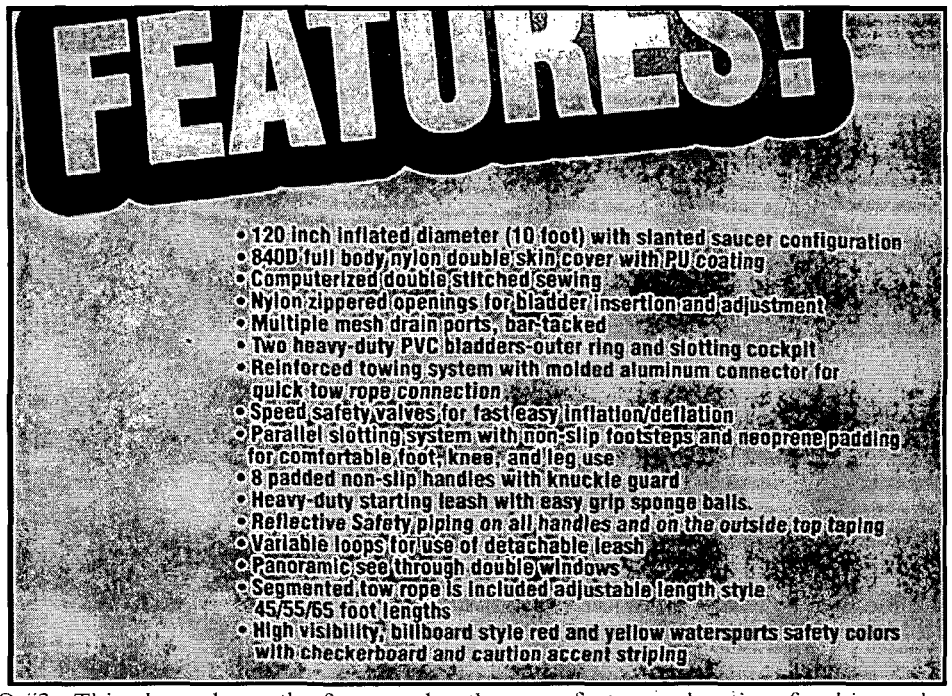


PHOTO #3: This photo shows the features that the manufacturer advertises for this product.

- **"120 inch inflated diameter (10 foot) with slanted saucer configuration**
- **840D full body nylon double skin cover with PU coating**
- **Computerized double stitched sewing**
- **Nylon zippered openings for bladder insertion and adjustment**
- **Multiple mesh drain ports, bar-tacked**
- **Two heavy-duty PVC bladders-outer ring and slotting cockpit**
- **Reinforced towing system with molded aluminum connector for easy quick connection**
- **Speed safety valves for fast easy inflation and deflation**
- **Parallel slotting system with non-slip footsteps and neoprene padding for comfortable foot, knee, and leg use**
- **8 padded, non-slip handles with knuckle guard**
- **Heavy-duty starting leash with easy grip sponge balls**
- **Reflective Safety piping on all handles and on the outside top taping**
- **Variable loops for detachable leash use**
- **Panoramic see through double windows**
- **Adjustable length style 45-55-65 foot segmented tow rope included**
- **High visibility, billboard style, red and yellow watersports safety colors with checkerboard and caution accent striping**
- **<u>Instructional DVD</u>, tow rope, and starting leash included."**

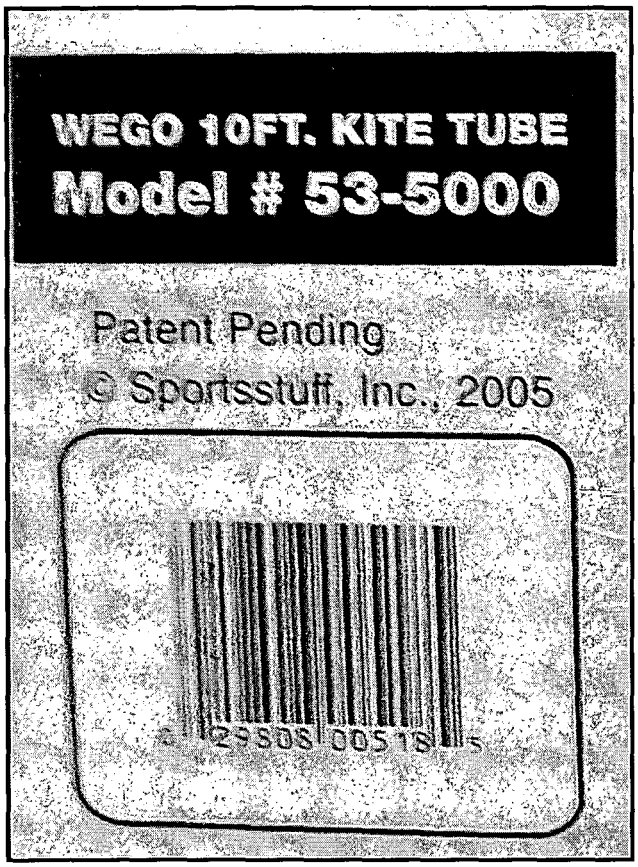


PHOTO #4: This photo shows the manufacturer's model number and the UPC code.

PHOTO #5: This photo shows the top view of the product packaging.

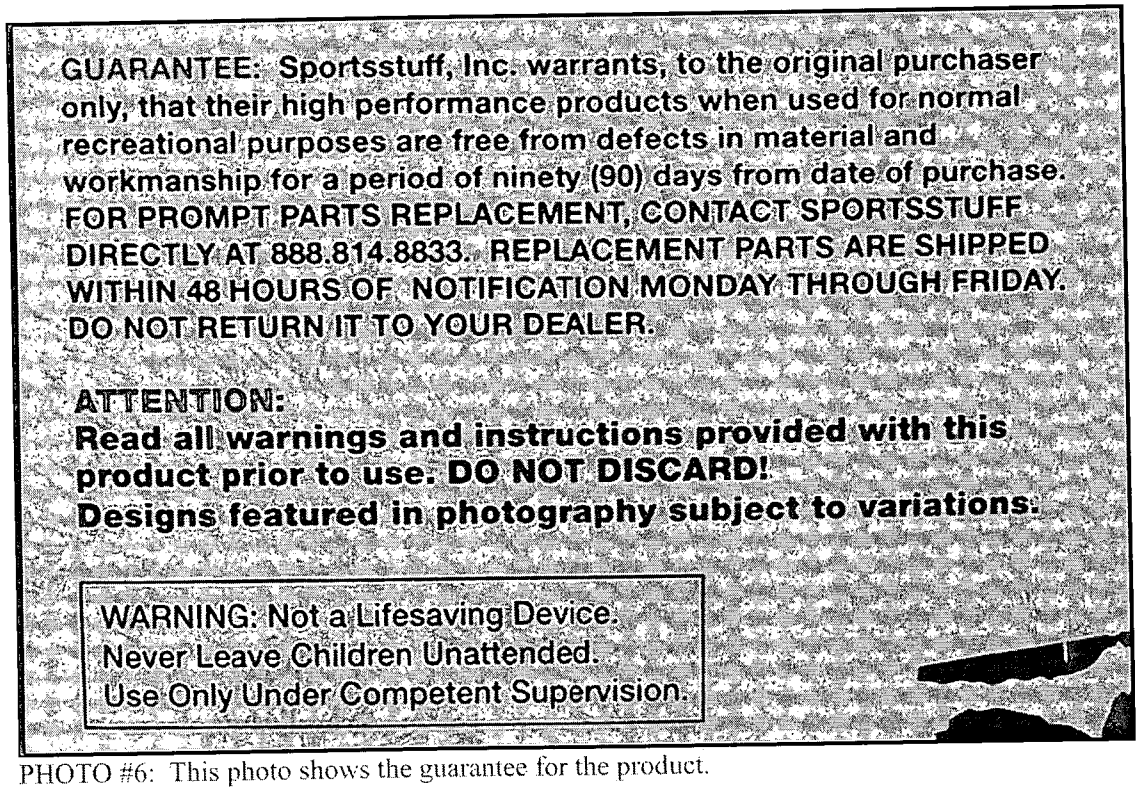
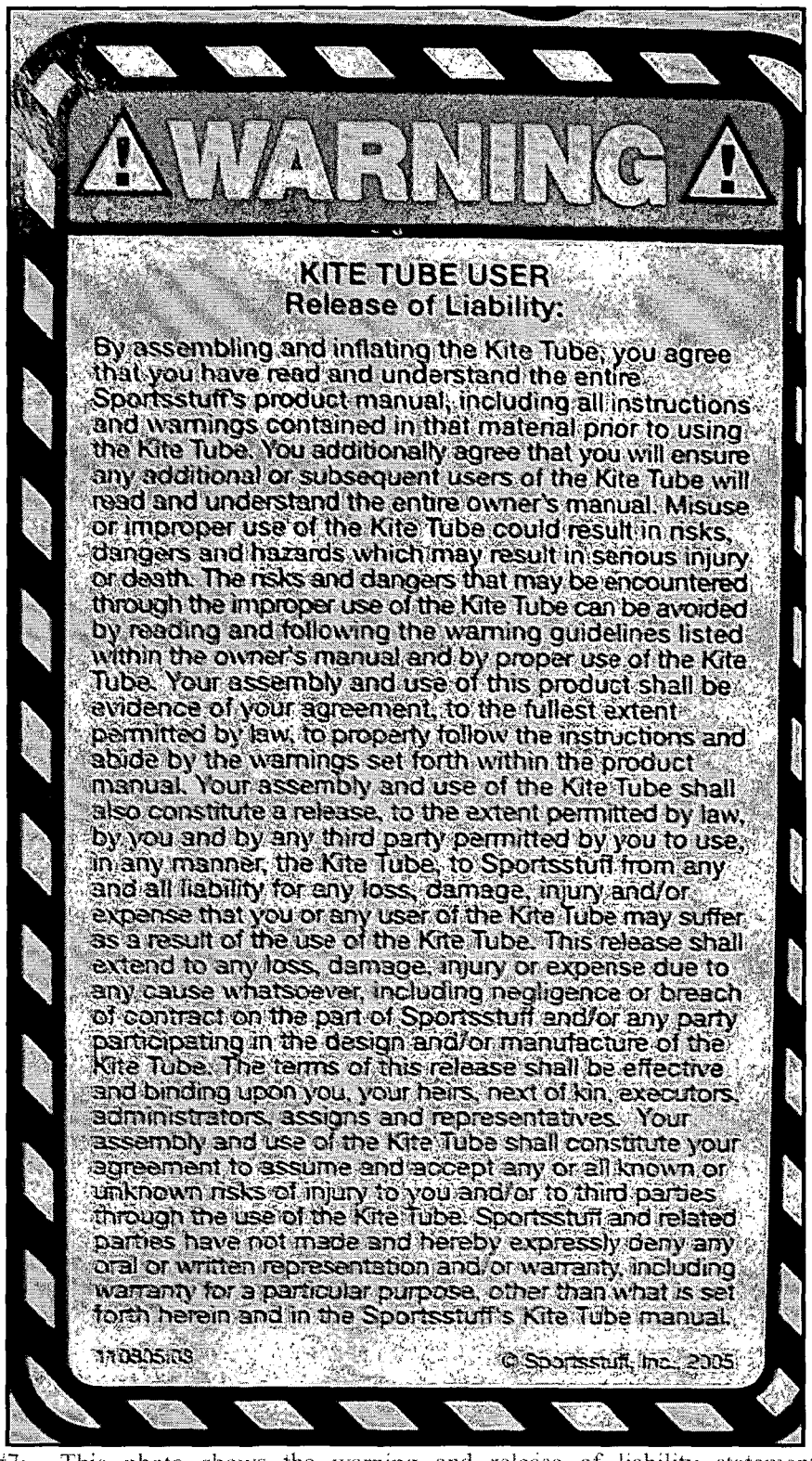


PHOTO #6: This photo shows the guarantee for the product.



WARNING

KITE TUBE USER
Release of Liability:

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

1/10/05.rtS

© Sportsstuff, Inc., 2005

PHOTO #7: This photo shows the warning and release of liability statement that the manufacturer placed on the packaging.

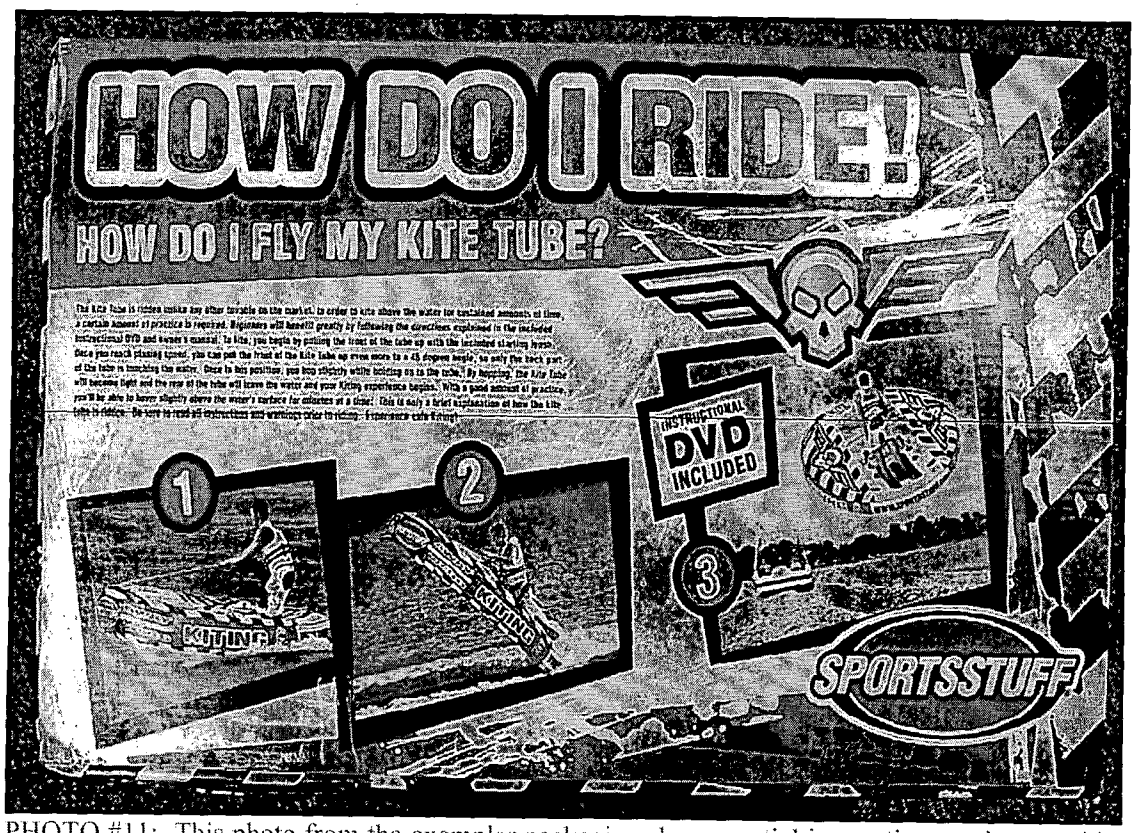


PHOTO #11: This photo from the exemplar packaging shows partial instructions on how to ride the kite tube and that there is an instructional DVD along with the product.

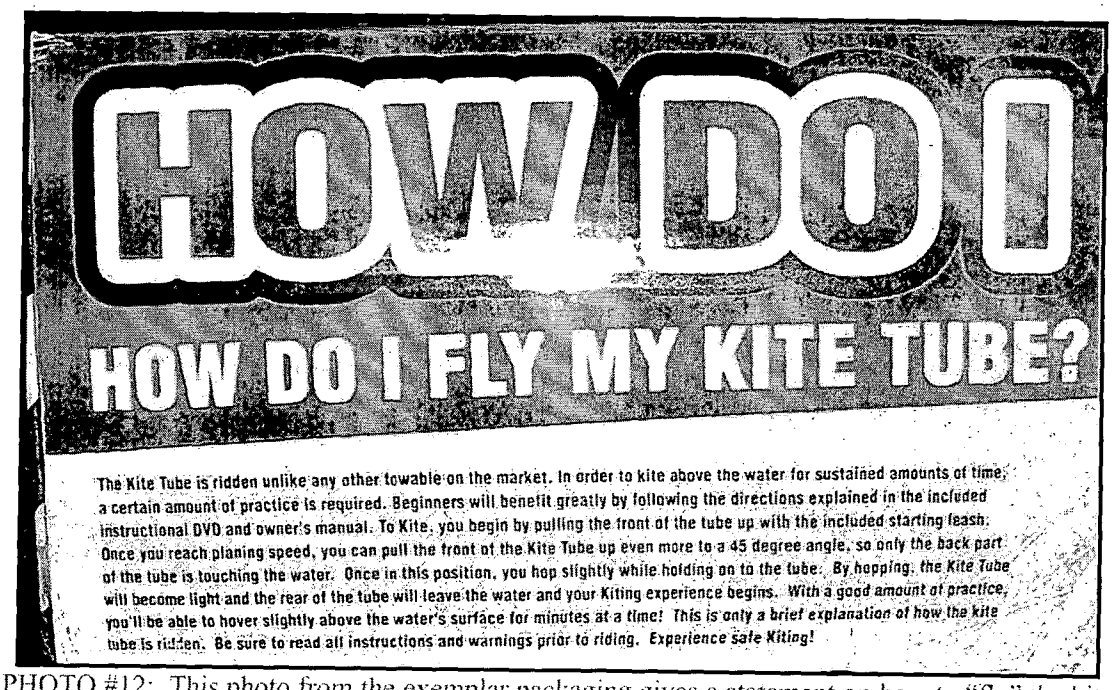


PHOTO #12: This photo from the exemplar packaging gives a statement on how to "fly" the kite tube.

PHOTO #13: This photo shows more of the exemplar packaging for the kite tube.

The second product is a 1998 Sea Ray motorboat. The boat is 20'10" long and made of fiberglass. The hull is white and the serial number for the boat is SERA4458G798. There was a 260 hp engine on the boat.

One of the witnesses told this investigator that the victim only recently purchased the boat approximately one month before the incident.

SAMPLE COLLECTION:

None.

ATTACHMENTS:

1. Identity of Respondents
2. Authorization of Name Use
3. Texas Parks & Wildlife Accident Investigation Report
4. Sportsstuff Wego Kite Tube Owner's Manual

IDENTITY OF RESPONDENTS:

1. [redacted]a on behalf of B[redacted]
   Attorney Representing the Victim's Family
   [redacted]0
   [redacted]
   [redacted]

2. Ryan Hall
   Game Warden
   Texas Parks & Wildlife Department
   5550 K Eastex Freeway
   Beaumont, Texas 77708
   (409) 892-8666

3. [redacted] (LNU)
   Customer Service Representative
   [redacted]

4. The Honorable Tom Gilliam
   Justice of the Peace
   Jefferson County
   525 Lakeshore Drive
   Port Arthur, Texas 77640

5. [redacted]
   Witness (Observer) on Boat
   [redacted]

6. [redacted]
   Boat Operator
   [redacted]

7. Lt. Steven Stowers
   United States Coast Guard
   2901 Turtle Creek Drive
   Port Arthur, Texas 77462
   (409) 719-5060

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

U. S. CONSUMER PRODUCT SAFETY COMMISSION

AUTHORIZATION FOR RELEASE OF NAME

Thank you for assisting us in collecting information on a potential product safety problem. The U. S. Consumer Product Safety Commission depends on concerned people to share product safety information with us. We maintain a record of this information, and use it to assist us in identifying and resolving product safety problems.

We routinely forward this information to manufacturers and distributors to inform them of the involvement of their product in an incident situation. We also give the information to others requesting information about specific products or hazards. Manufacturers may need the individual's name so that they can obtain additional information on the product or incident situation.

Would you please indicate on the bottom of this page whether you will allow us to disclose your name. If you request that your name remain confidential, we will of course, honor that request. After you have indicated your preference, please sign your name and date the document on the lines provided.

O YES **O NO**

(Signature) (Date)

Per the attorney for the family of the victim, release of name is not authorized.

060612HCC3582
Attachment #3
Page 1 of 9

TEXAS PARKS & WILDLIFE DEPARTMENT
ACCIDENT INVESTIGATION REPORT

PAGE 1 of 8

☒ WATERCRAFT ACCIDENT
☐ DROWNING INVESTIGATION

REPORT NUMBER

INVESTIGATING OFFICER	ACCIDENT DATE	DAY OF WEEK	TIME OF ACC.	DATE/TIME NOTIFIED	TIME ARRIVED	SOURCE OF CALL
Ryan L. Hall	04/30/2006	Sunday	3:15 pm	4/30/06 9:00pm	N/A	Sheriff's Dept.

TYPE OF ACCIDENT	# INJURED	# MISSING	# FATAL	# VESSELS	PROP. DAMAGE
Water Skiing	0	0	1	1	☒ NO ☐ YES

BODY OF WATER	COUNTY	NEAREST TOWN	APPROX. WIDTH OF WATERWAY	DIST. FROM SHORE (SPECIFY SHORE)
Sabine Lake	Orange	Bridge City	1200 ft.	600 ft.

☒ VESSEL OPER. (V1)
☐ DROWNED VICT. (DR1)

LAST NAME	FIRST NAME	MI	RACE	SEX	DATE OF BIRTH	SOC. SEC. NO.
[redacted]	[redacted]	T	White	M	08/28/78	

ADDRESS	CITY	STATE	ZIP CODE	TELEPHONE	RENTAL VESSEL	NO. PER. ON BOARD
[redacted]	Orange	TX	77630	[redacted]	☒ NO ☐ YES	5

VESSEL OWNER NAME/ADDRESS: [redacted] Tx., 77630
VESSEL REG. OR DOC. NO.: [redacted]

VESSEL MANUFACTER	YEAR	VESSEL TYPE	LENGTH	HULL MATERIALS	HULL COLOR(S)	HIN
[redacted]	98	Motorboat	20'10"	Fiberglass	White	[redacted]

ENGINE MAKE	ENGINE HP	ENGINE TYPE	ENGINE YEAR
N/A	260	I/O	N/A

OPER. EST. SPEED OF VESSEL	EST. THROTTLE POSITION	OPER. POSITION
32 MPH	90 % OF FULL	3

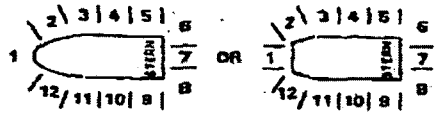
OPERATION OF VESSEL AT TIME OF ACCIDENT

☒ CRUISING (ON PLANE) ☐ PLOWING (BOW ELEVATED)
☐ IDLE SPEED ☐ AT ANCHOR
☐ DRIFTING ☐ DOCKING MANEUVER
☒ WATER SKING ☐ OTHER:

TIME ON WATER PRECEDING ACCIDENT: approximately 1.5 hours

CIRCLE ALL DAMAGED AREAS (CHOOSE CORRECT VESSEL CONFIGURATION)

INITIAL IMPACT AREA # N/A



13-BELOW WATERLINE
14-LOWER UNIT/PROP.
15-WINDSHIELD
16-BURNED
17-SUNK
18-INJ./NO DAMAGE

INSURED ☐ NO ☐ YES DOLLAR EST. DAMAGE TO VESSEL $0.00

DESCRIBE DAMAGE N/A

☐ VESSEL OPER. (V2)
☒ DROWNED VICT. (DR2)

LAST NAME	FIRST NAME	MI	RACE	SEX	DATE OF BIRTH	SOC. SEC. NO.
Freeland	James	F	White	M	10/09/72	

ADDRESS	CITY	STATE	ZIP CODE	TELEPHONE	RENTAL VESSEL	NO. PER. ON BOARD
17890 Hwy. 62 S.	Orange	Tx	77630	746-9206	☐ NO ☐ YES	

VESSEL OWNER NAME/ADDRESS
VESSEL REG. OR DOC. NO.

VESSEL MANUFACTER	YEAR	VESSEL TYPE	LENGTH	HULL MATERIALS	HULL COLOR(S)	HIN

ENGINE MAKE	ENGINE HP	ENGINE TYPE	ENGINE YEAR

OPER. EST. SPEED OF VESSEL	EST. THROTTLE POSITION	OPER. POSITION
MPH	% OF FULL	

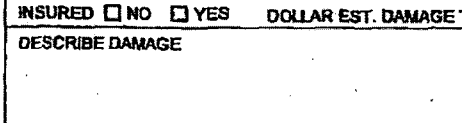
OPERATION OF VESSEL AT TIME OF ACCIDENT

☐ CRUISING (ON PLANE) ☐ PLOWING (BOW ELEVATED)
☐ IDLE SPEED ☐ AT ANCHOR
☐ DRIFTING ☐ DOCKING MANEUVER
☐ WATER SKING ☐ OTHER:

TIME ON WATER PRECEDING ACCIDENT

CIRCLE ALL DAMAGED AREAS (CHOOSE CORRECT VESSEL CONFIGURATION)

INITIAL IMPACT AREA # _____



13-BELOW WATERLINE
14-LOWER UNIT/PROP.
15-WINDSHIELD
16-BURNED
17-SUNK
18-INJ./NO DAMAGE

INSURED ☐ NO ☐ YES DOLLAR EST. DAMAGE TO VESSEL _____

DESCRIBE DAMAGE

V1	V2	THIS VESSEL	V1	V2	TOTAL BOATING EXPERIENCE
☒	☐	UNDER 20 HRS.	☐	☐	UNDER 20 HOURS
☐	☐	20 TO 100 HOURS	☐	☐	20 TO 100 HOURS
☐	☐	OVER 100 HOURS	☒	☐	OVER 100 HOURS
☐	☐	UNKNOWN	☐	☐	

V1	V2		V1	V2	
☒	☐	NONE	☐	☐	TEXAS BOATER ED.
☐	☐	USCG AUX.	☐	☐	UNKNOWN
			☐	☐	OTHER

INVESTIGATING OFFICER SIGNATURE

REVIEWED AND APPROVED

OF L2000-047 (05/04)

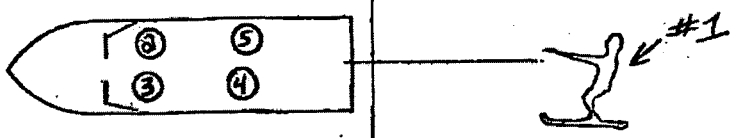
ACCIDENT INVESTIGATION REPORT (CONTINUED)

REPORT NUMBER	PAGE
	2 of 8

CODES FOR INVOLVEMENT
O – OPERATOR
P – PASSENGER
W – WITNESS
SK – WATERSKIER
SW – SWIMMER
SC – SCUBA DIVER
DR – DROWNED VICTIM

CODES FOR INJURY
1 – NON-APPARENT
2 – MINOR
3 – MODERATE
4 – SERIOUS
5 – FATAL
6 - MISSING

VESSEL NO. 1 | USE INDIVIDUAL NUMBER FOR PLACEMENT | VESSEL NO. 2



OPTIONAL: USE DOTTED LINES WITH ARROWS TO INDICATE MOVEMENT OF PASSENGERS

POST ACC. RELATION TO VESSEL
1 – REMAINS ABOARD
2 – EJECTED OVERBOARD
3 – LEAVES VESSEL VOLUNTARILY
4 – TRAPPED IN OVERTURNED VESSEL

060612HCC3582
Attachment #3
Page 2 of 9

IND #	INDIVIDUALS INVOLVED					PFD CODE NO. & LTR.	POST ACC.
	INVLV.	VES. #	INJ.	NAME / ADDRESS / TELEPHONE	D.O.B.		
# 1	SK	1	5	[redacted] Orange Tx 746-9206	10/09/72	2 C	2
# 2	O	1	1	[redacted], Orange Tx 474-0437	08/28/78	3 C	1
# 3	P	1	1	[redacted] Orange Tx 466-1410	01/04/79	3 C	1
# 4	P	1	1	[redacted], Orange Tx 746-9206	07/23/74	3 C	1
# 5	P	1	1	[redacted] Bridge City Tx 330-2104	12/15/80	3C	1
# 6							
# 7							
# 8							
# 9							
# 10							

TYPE OF FLOTATION DEVICE

0 – UNKNOWN
1 – INADEQUATE NUMBER OF PFD's ON BOARD
2 – APPROVED, ACCESSIBLE, USED
3 – APPROVED, ACCESSIBLE, NOT USED
4 – APPROVED, NOT ACCESSIBLE, NOT USED
5 – NOT APPROVED, ACCESSIBLE, USED
6 – NOT APPROVED, ACCESSIBLE, NOT USED
7 – NOT APPROVED, NOT ACCESSIBLE, NOT USED
8 – NO PFD's ON BOARD, NONE USED/AVAILABLE
9 - OTHER

A – TYPE I
B – TYPE II
C – TYPE III
D – TYPE IV
E – TYPE V
F – SKI BELT
G – INFLATABLE
H – OTHER
I – NONE
J - UNKNOWN

AMBULANCE COMPANY
Unknown

HOSPITAL OR CLINIC
St. Mary's Hospital, Port Arthur, Texas

CODES FOR BELOW
1 – TREATED AND RELEASED
2 – ADMITTED
3 – TRANSFERRED TO OTHER HOSPITAL
4 – REFUSED TREATMENT

IND. #	DESCRIPTION OF INJURY	CODE
# 1	Deceased	
#		
#		
#		
#		

INVESTIGATING OFFICER SIGNATURE

REVIEWED AND APPROVED

OF L2000-047 (05/04)

060612HCC3582
Attachment #3
Page 3 of 9

ACCIDENT INVESTIGATION REPORT (CONTINUED)

REPORT NUMBER:
PAGE: 3 of 8

WEATHER	AIR TEMP	WIND	OTHER CONDITIONS	VISIBILITY	BOATING TRAFFIC	WATER CONDITIONS
☒ CLEAR ☐ CLOUDY ☐ FOG ☐ RAIN ☐ SNOW ☐ HAZY	85 °F WATER TEMP 80 °F WATER DEPTH 40 FT	DIRECTION: South ☐ NONE ☒ LIGHT (0-6 MPH) ☐ MODERATE (7-14 MPH) ☐ STRONG (15-25 MPH) ☐ STORM (OVER 25 MPH)	☒ DAYTIME ☐ NIGHT ☐ DUSK ☐ DAWN	DAY NIGHT ☒ GOOD ☐ ☐ FAIR ☐ ☐ POOR ☐	☒ LIGHT ☐ MEDIUM ☐ HEAVY	☒ CALM (WAVES LESS THAN 6") ☐ CHOPPY (WAVES 6" – 2') ☐ ROUGH (WAVES 2' – 6') ☐ VERY ROUGH (WAVES GREATER THAN 6') ☐ CURRENT ☐ STRONG CURRENT

IND #	VICTIM'S NAME	LEGAL ID BY	NEAREST RELATIVE/RELATION	FUNERAL HOME
1	[redacted]	Spouse	[redacted]	Claybar

PRONOUNCED BY / TITLE	AUTOPSY?	BLOOD SAMPLE?	PERSON(S) RECOVERING BODY
Gillam JP8	☐ NO ☒ YES IF YES, BY: Jefferson Co.	☐ NO ☒ YES IF YES, SUBMITTED BY: Morgue	Family Members

CAUSE OF DEATH	SWIMMING ABILITY	DATE / TIME OF RECOVERY	METHOD OF RECOVERY
☐ DISAPPEARANCE ☐ OTHER (SPECIFY) ☒ ACCIDENTAL TRAUMA ☐ DROWNING	☒ STRONG ☐ NON-SWIMMER ☐ MEDIUM ☐ UNKNOWN ☐ WEAK ☐ N/A	4/30/06 3:20pm	by hand

POSITION OF BODY WHEN FOUND	WATER DEPTH & BOTTOM COND.
Floating	variable 5-35'

DESCRIBE FATAL INURY / TRAUMA	FROTH CONE	LIVIDITY VISIBLE
heart injury	☒ NO ☐ YES	☒ NO ☐ YES

OTHER MARKS OR WOUNDS ON BODY	POSITION OF ARMS / HANDS	ANY RECENT PHYSICAL / MENTAL PROBLEMS
N/A	N/A	☒ NO ☐ YES

PROPERTY OWNER NAME / ADDRESS
N/A

DESCRIBE PROPERTY DAMAGED / LOST AND DOLLAR VALUE
N/A

ANY ALCOHOLIC BEVERAGE WITHIN 8 HRS. OF ACC.?		IF YES, AMT./TYPE/TIME INVOLVED
V1/DR1	V2/DR2	
☒	☐ NO	
☐	☒ YES	V1/DR1
☐	☐ UNK.	V2/DR2 3 beer,2hr

ANY NARCOTICS OR MED. PRECEDING ACC.?		IF YES, DESCRIBE
V1/DR1	V2/DR2	
☒	☒ NO	
☐	☐ YES	V1/DR1
☐	☐ UNK.	V2/DR2

CHEMICAL OR BREATH TEST?		TYPE TEST, RESULTS
V1/DR1	V2/DR2	
☒	☐ NOT REQUESTED	
☐	☐ REFUSED	V1/DR1
☐	☐ SUBMITTED	V2DR2

OPERATOR/VICTIM

V1/DR1	V2/DR2	
☐	☐	EXCESSIVE SPEED
☐	☐	EXHAUSTION
☐	☐	FAILED TO KEEP PROPER LOOKOUT
☐	☐	FAILED TO TAKE EVASIVE ACTION
☐	☐	FATIGUE
☐	☐	HEALTH/MEDICAL PROBLEM
SPECIFY		
☐	☐	IMPAIRED (ALC./DRUGS)
SPECIFY		
☐	☒	INEXPERIENCE
☐	☐	INATTENTION
☐	☐	OPERATING TOO CLOSE TO
SPECIFY		
☐	☐	OTHER CAUSE NOT LISTED
SPECIFY		

OPERATOR/VICTIM (CONT'D)

V1/DR1	V2/DR2	
☐	☐	OTHER OPERATOR ERROR/FAULT
☐	☐	SWIMMING ABILITY (Weak/None)

VESSEL / EQUIPMENT

V1/DR1	V2/DR2	
☐	☐	EQUIP. FAILURE (PFD, Bilge Pump, etc.)
SPECIFY		
☐	☐	MECH. FAILURE (Elec./Fuel, etc.)
SPECIFY		
☐	☐	HULL FAILURE
☐	☐	IMPROPERLY LOADED
☐	☐	NAVIG. LIGHTS (None/Partial)
SPECIFY		
☐	☐	OBSTRUCTED VISIBILTY IN VESSEL

VESSEL/EQUIPMENT (CONT'D)

V1/DR1	V2/DR2	
☐	☐	OVERLOADED (LIST CAP. RATING & ACTUAL LOAD IN NARRATIVE
☐	☐	TYPE OF VESSEL

ENVIRONMENT

V1/DR1	V2/DR2	
☐	☐	HAZARD IN WATER
SPECIFY		
☐	☐	RESTRICTED VISIBILITY (Fog, Rain, etc.)
SPECIFY		
☐	☐	WATER CONDITIONS (Rough Chop, Current, etc.)
SPECIFY		
☒	☐	WEATHER CONDITIONS
SPECIFY	moderate wind gusts	

V1	V2		V1	V2
☒	☐	NO ACTION TAKEN		
☐	☐	CITATION ISSUED, CHARGE/COURT DATE/CITY		
☐	☐	REFERRED TO PROSECUTOR FOR CHARGES		

INVESTIGATING OFFICER SIGNATURE	REVIEWED AND APPROVED
[signature]	

060612HCC3582
Attachment #3
Page 4 of 9

ACCIDENT INVESTIGATION REPORT (CONTINUED)

REPORT NUMBER	PAGE
	4 of 8

On April 30, 2006 I, State Game Warden Ryan L. Hall and Michael Keeney were patrolling Cow Bayou for water safety violations. We obseved a white Sea Ray inboard displaying the registration numbers TX 9541 JC occupied by one white male and one white female speed past our patrol boat while the flashing blue lights were activated. We pursued the boat at a top speed of approximately 48 mph until we reached the boat ramp at Hwy 87 in Bridge City, Texas at approximately 3:45 pm.

When we made contact with the white male identified himself as [redacted] He appeared extremely excited and stated that he had an emergency and had to leave right away. I asked him to explain and he indicated that he and some friends were pulling [redacted] on a tube by Stewts Island and he fell off and was unconscious and unresponsive. I asked if he had been operating the boat at the time of the accident. He indicated that a person named [redacted] had been operating the boat at that time. He said that authorities had met them at Rainbow Marina in Port Arthur and that [redacted] had ridden on the ambulance with the victim. [redacted] then left the boat running and walked up to where his vehicle was parked and we thought he was going to back down and load the boat onto the trailer. Instead he left the boat in the water and went to the hospital. I turned off the motor and left my business card for them to call me with more information.

I made several phone calls to ensure that someone was investigating the accident and share the information I had with them. Nobody I made contact with such as Port Arthur P.D, Orange County S.O., and Jefferson County S.O. had any information about the accident or which hospital the victim and operator went to. I left word with the dispatcher at Orange County S.O. to call me if she heard anything else. She called later that evening with information from the U.S. Coast Guard and asked me to call a Lieutenant Stowers for more information.

Lieutenant Stowers advised that one of his patrol boats arrived at the Rainbow Marina where the victim had been taken to meet with an ambulance shortly after the boat carying the victim arrived. He stated that his men spoke with witnesses on the scene and identified the operator of the vessel as [redacted] and the victim as [redacted]. He had a phone number for [redacted]. He stated that his men did not indicate that [redacted] appeared intoxicated, but that they did observe alcohol in the boat. He stated that [redacted] left with the ambulance and the victim to the hospital. I asked if anyone from law enforcement had been on-scene to order a mandatory blood specimen be taken from [redacted] and he indicated that there was not. A blood specimen to test for alcohol was not taken from Mr. [redacted]

On May 5, 2006, the day after the funeral services for [redacted], I contacted Mr. [redacted] III for an interview. He agreed to the interview and gave a written statement of the events that transpired at the time of the accident. He stated that he had not been drinking any alcohol on the day of the accident. He stated that they had launched the boat at approximately 1:30 pm after attending church services. He stated that at approximately 3:15 pm he was operating [redacted]'s boat that he had just recently purchased. He was pulling [redacted] on a brand new Wego Kite-Tube that they had used on one occasion the day before. He stated that he had made one pass westbound in front of Stewts Island on the north end of Sabine Lake and turned around in the Neches River and headed eastbound to make another pass in front of the island. He stated that he was in the deep part of the channel on the north side of Stewts Island traveling near full throttle which was approximately 32 mph while pulling [redacted]. He stated that when he reached the easternmost end of Stewts Island he glanced back and saw that [redacted] was airborne on the Kite-Tube. He stated that seconds later his observer and passenger [redacted] advised him to turn around that [redacted] had fallen off the Kite-Tube. He stated that [redacted] was floating face-down in the water unconscious. He advised that another boat witnessed the accident and got to [redacted] first and they were able to get him onboard the boat. He stated that they did not observe any vital signs but CPR was administered on the way to the Rainbow Marina after calling 911. He stated that he talked with the U.S. Coast Guard at the Marina and left with the ambulance carrying [redacted]. He stated that [redacted] was pronounced dead at St. Mary's Hospital in Port Arthur, Texas, by Justice of the Peace Gillam.

On May 5, 2006, after interviewing [redacted] I contacted Mr. [redacted] for an interview. He agreed to an interview and gave a written statement as well. He stated that at the moment of the accident [redacted] rose suddenly on the Kite-Tube approximately 15-20 feet into the air. He stated that the tube became unstable at that height and began a hard dive to the left slamming [redacted] down into the water. He stated that [redacted] bounced off of the surface of the water approximately 2 times and skidded across the surface of the water. He stated that he was then floating face down unconscious in the water. He stated that he had consumed about one beer before the accident but he stated that Luna had not been drinking at all.

Both witnesses gave the names of the other passengers on board which consisted on Mrs. [redacted], the victims wife, and [redacted]'s girlfriend. They also stated that there were no objects in the water nor any other boats in the nearby vicinity that [redacted] could have hit to cause his death.

After interviewing the witnesses on board [redacted]'s boat, witnesses that observed a portion of the accident from the beach on Stewts Island, and consulting the autopsy report I have concluded this investigation. Because of the design of the Wego-Kite-Tube the person riding on the tube controls the height of the tube over the water by leaning forward or backward. Therefore the only input that the operator of the vessel has is the speed at which it is being pulled and staying clear of any other obstacles or vessels in the water. In this case, both the operator and the person riding the Kite-Tube were inexperienced because it was a new piece of equipment. They had ridden on it for the first time the previous day without incident and were unaware of its inherent dangers. Because this is a new piece of equipment to the market, I do not know what is a safe speed to pull this equipment behind a boat. It is my understanding that it is recommended that the Kite-Tube be pulled approximately 25 mph to reach planing speed. Therefore I do not think that Luna was operating the vessel recklessly or with criminal negligence in this case. I also do not believe that alcohol was a factor in this accident, however I do regret not being able to interview the operator after the accident to determine if a blood sample was warranted. There are multiple warning stickers on the Kite-Tube itself, one of which indicates that the tube can lift to a height of 20 feet in half of a second.

The autopsy report on Mr[redacted] indicates the cause of death as a transection of the aorta, a decelleration injury caused from the impact of his body with the surface of the water. There was no water in the lungs so [redacted] died upon impact and did not drown, nor was his neck broken as early reports suggested.

In my opinion this accident is the result of inexperience with a new piece of equipment on the part of the victim and the operator of the boat. I also have concerns as to the overall safety of the Wego-Kite-Tube for use on public water as there is no limit to the height at which it can attain or how fast it will decellerate after attaining that height. No criminal charges have been filed as a result of this investigation

INVESTIGATING OFFICER SIGNATURE	REVIEWED AND APPROVED

060612HCC3582
Attachment #3
Page 5 of 9

TEXAS PARKS & WILDLIFE DEPARTMENT
DIAGRAM

REPORT NUMBER

PAGE 6 of 8

☒ Water Craft Accident
☐ Buoy Diagram
☐ Other _____

BOAT #1 (OPER.) _____
BOAT #2 (OPER.) _____

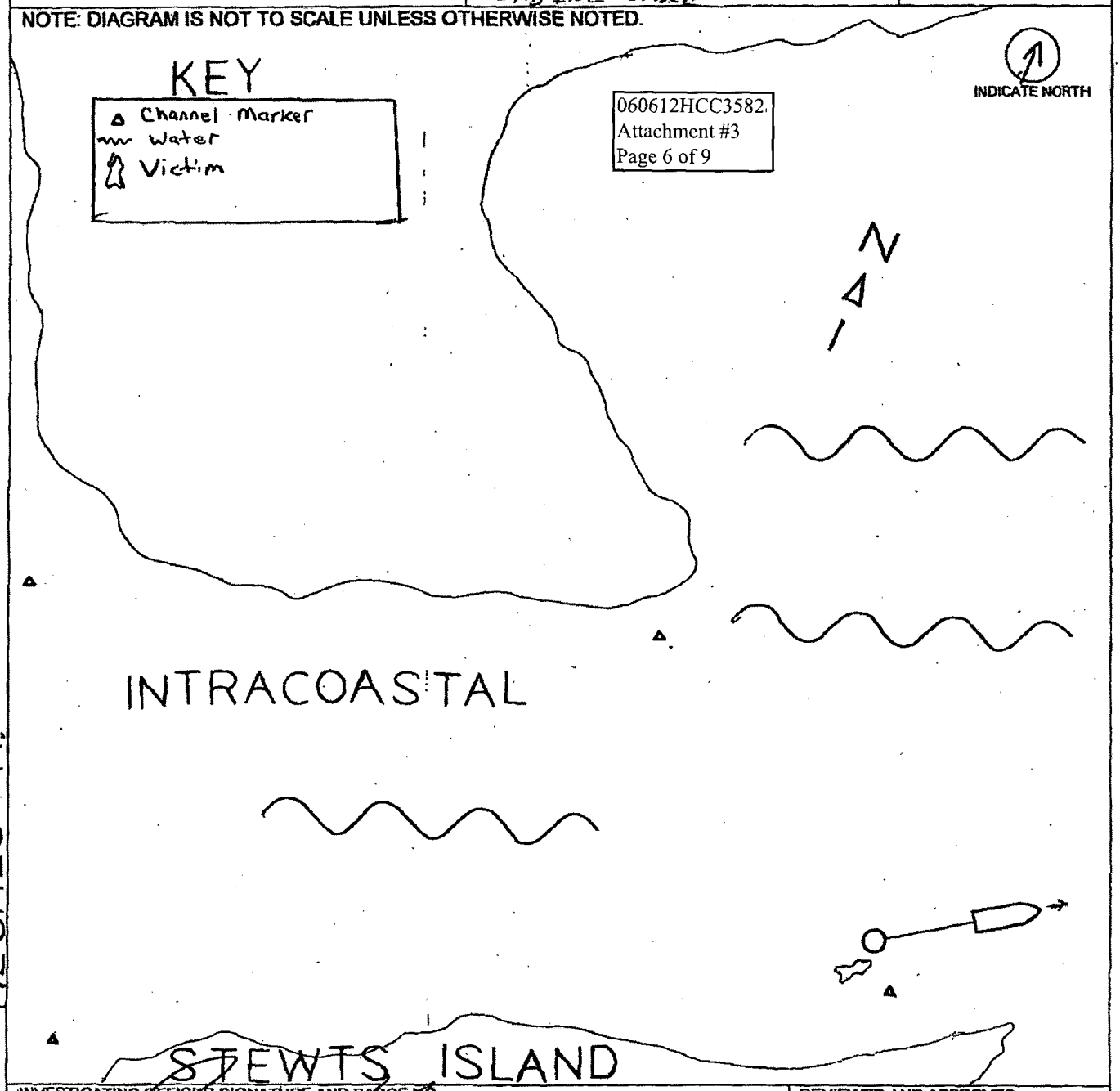
REPORTING OFFICER/BADGE NO.: RYAN L. HALL 1392

DATE OF OCCURANCE: 4/30/06

BODY OF WATER: SABINE LAKE

TIME OF OCCURANCE: ☐AM ☐PM

NOTE: DIAGRAM IS NOT TO SCALE UNLESS OTHERWISE NOTED.



060612HCC3582
Attachment #3
Page 6 of 9

INVESTIGATING OFFICER SIGNATURE AND BADGE NO.: 1392

REVIEWED AND APPROVED

OF L2000-047 (05/04)

TEXAS PARKS & WILDLIFE DEPARTMENT
VOLUNTARY STATEMENT

REPORT NUMBER	PAGE
	7 of 8
DATE OF STATEMENT	TIME ☐ AM ☒ PM
5-5-06	3:15

NOTE: WITNESS TO SUBMIT A DIAGRAM ON NEXT PAGE, IF APPLICABLE

NAME	AGE	DATE OF BIRTH
[redacted]	27	1-4-79

ADDRESS [redacted] Rd.

TELEPHONE [redacted]

CITY, STATE, ZIP CODE [redacted], Mell

STATEMENT VOLUNTEERED TO Game Warden Ryan L. Hall

I [redacted] was in the Boat on Sunday April 30th during the time of the accident at or around 2:30-3:00 pm. J[redacted] was operating the Boat pulling J[redacted] on a new Wego-kite tube, designed to go air-borne upon catching wind at a certain speed. [redacted] was approximately 15-20 ft when the tube began a hard nose dive to his left. Upon hitting the water mr. [redacted] had was not in contact w/ the tube. He skid two times on the surface of the water before comming to a stop. I noticed he was unconciece and began to flag a near by boat operated By my Brother [redacted] to go to his aid.

I have read/written the above statement consisting of 1 pages and attest that it is a true and accurate account of the event(s) which took place on April 30th 2006 and that this statement was given by me freely and voluntarily, without fear or threat or promise of reward.

WITNESS	WITNESS
Ryan L Hall	
SIGNATURE [redacted]	

OF L2000-047 (05/04)

060612HCC3582
Attachment #3
Page 8 of 9

TEXAS PARKS & WILDLIFE DEPARTMENT
VOLUNTARY STATEMENT

REPORT NUMBER	PAGE 8 of 8
DATE OF STATEMENT 5/5/06	TIME 2:00 ☐ AM ☒ PM

NOTE: WITNESS TO SUBMIT A DIAGRAM ON NEXT PAGE, IF APPLICABLE

NAME [redacted] AGE 29 DATE OF BIRTH 08.28.76

ADDRESS [redacted] TELEPHONE [redacted]

CITY, STATE, ZIP CODE [redacted] TX 77630

STATEMENT VOLUNTEERED TO Game Warden Ryan Hall

On Sunday April 30th at approximately 3:15 pm I, [redacted] was operating [redacted] 22' Sea-Ray boat near Stewts Island with passengers [redacted], and [redacted] on board the boat. We were pulling [redacted] behind the boat, he was riding a Wego-kite-tube which is designed to leave the water and become air-borne. My last glance to Mr. [redacted] on the tube, I witnessed him air-borne and resumed looking forward. [redacted] shortly thereafter informed me [redacted] had fallen off the tube. When I looked, [redacted] was floating face down in the water unconscience. There was no contact with any other object with [redacted] except for the water. Boat owner [redacted] was following at a safe distance with his wife [redacted], [redacted], and others.

I have read/written the above statement consisting of 1 pages and attest that it is a true and accurate account of the event(s) which took place on April 30th, 2006 and that this statement was given by me freely and voluntarily, without fear or threat or promise of reward.

WITNESS Ryan Hall

WITNESS

SIGNATURE [redacted]

OF L2000-047 (05/04)

TEXAS PARKS & WILDLIFE

W TER FATALITY REPORT

RECEIVED JUN 02 2006

060612HCC3582
Attachment #3
Page 9 of 9

REPORT NUMBER	FOR STATISTICAL PURPOSES ONLY	BAR NUMBER

VICTIM

NAME OF VICTIM	RACE	VICTIM WEARING PERSONAL FLOTATION DEVICE?
[redacted]	1 ☐ Black 2 ☐ Hispanic 3 ☒ White 4 ☐ Other 5. ☐ Unknown	1 ☒ Yes 2 ☐ No 3 ☐ Unknown
[redacted] Street		AGE: 33 / SWIMMING ABILITY: 1 ☒ Good, 2 ☐ Poor, 3 ☐ None, 4 ☐ Unknown
[redacted] City / Texas State	SEX: 1 ☒ Male, 2 ☐ Female	OCCUPATION: Construction Owner
77630 Zip / Orange County		

ACTIVITY OF VICTIM

1 ☐ Swimming
2 ☐ Wading
3 ☐ Surfing
4 ☐ Scuba Diving
5 ☐ Tubing
6 ☐ Fishing
7 ☐ Canoeing
8 ☐ Windsurfing
9 ☐ Hunting
10 ☐ Tried Rescue
11 ☐ Illegal Entry
12 ☐ Working
13 ☐ Air Mattress
14 ☐ Diving
15 ☐ Jumping
16 ☐ Jet Ski
17 ☐ Para-Sailing
18 ☒ Skiing
19 ☐ Boating
20 ☐ Other

CAUSE FACTOR

1 ☐ Fell in water
2 ☐ Whitewater
3 ☐ Hit by propeller
4 ☐ Vehicle accident
5 ☐ Murder
6 ☐ Suicide
7 ☐ Power line
8 ☒ Other

PHYSICAL LIMITATIONS

1 ☐ Cramps
2 ☐ Epilepsy
3 ☐ Food
4 ☐ Heart
5 ☐ Hypothermia
6 ☐ Mental
7 ☐ Tired
8 ☐ Physical handicap
9 ☐ Unknown
10 ☐ Other (specify) ____

DRUGS: 1 ☐ Yes 2 ☒ No 3 ☐ Unknown

ALCOHOL: 1 ☒ Yes 2 ☐ No 3 ☐ Unk.

ACCIDENT

DATE OF ACCIDENT	TIME	NAME OF BODY OF WATER	CODE
4/30/06	3:15 ☐ AM ☒ PM	Sabine Lake	1700

STATE	NEAREST CITY OF TOWN	COUNTY	CODE
TEXAS	Bridge City	Orange	181

LOCATION (Give location precisely): On the Northeast end of Stewts Island approximately 1 mile south of Hwy 73.

DID THE ACCIDNET OCCUR IN A STATE PARK? 1 ☐ Yes 2 ☒ No

TYPE OF WATER BODY
1 ☐ Gulf, bays
2 ☒ Lakes
3 ☐ Rivers
4 ☐ Creek, stream
5 ☐ Other (specify) ____

DATE AND TIME OF RECOVERY: 4/30/06

HOW RECOVERED? lifted out of water

WHO RECOVERED? (Only Check One)
1 ☐ Game Warden
2 ☐ U.S. Coast Guard
3 ☐ Sheriff's Office or Police Dept.
4 ☐ Fire Department
5 ☐ State Park Peace Officer
6 ☒ Other

WEATHER
1 ☒ Clear
2 ☐ Cloudy
3 ☐ Fog
4 ☐ Rain
5 ☐ Snow
6 ☐ Hazy
7 ☐ Natural disaster

VISIBILTY
1 ☒ Good
2 ☐ Fair
3 ☐ Poor

TEMPERATURES (Estimates)
1 Air 85 °F
2 Water 80 °F

WIND
1 ☐ None
2 ☒ Light (6-6MPH)
3 ☐ Moderate (7-14 MPH)
4 ☐ Strong (15-25 MPH)
5 ☐ Storm (Over 25MPH)

WATER CONDITIONS
1 ☐ Calm
2 ☒ Choppy
3 ☐ Rough
4 ☐ Very rough
5 ☐ Strong current

ACCIDENT DETAILS (List information sources, witnesses, local agency reports, medical examiner reports, etc.)

According to the operator of the towing vessel, Mr. Luna, the victim was riding on a Wego-kite-tube which is designed to lift off the water at an angle when being towed. Luna stated that Slade Hunt was serving as an observer and that the victim's wife was taking pictures. At some point when they neared the northeast end of Stewts Island which is not protected from the south wind the Wego-kite-tube raised approximately 15 feet off of the water surface while being towed at approximately 32 miles-per-hour. When the kite-tube came back down and made contact with the water again the victim, James Freeland, fell off of the kite-tube. The victim skidded across the surface of the water bouncing twice before floating face-down in the water. A friend of the victim was in another boat and observed the accident and got to him first but he was unconscious and non-responsive. An ambulance was called and CPR was conducted on the boat en-route to meet the ambulance. The victim never regained consciousness and was pronounced dead at Saint Mary's Hospital in Port Arthur, Texas. The boat operator gave a statement to the U.S. Coast Guard before he left for the hospital with the victim. They indicated he did not appear intoxicated but that there was alcohol on board the vessel. No law enforcement agency was contacted to interview the operator of the vessel and possibly request a blood sample if alcohol had been detectd.

BOAT

WAS BOAT INVOLVED?	BOAT NUMBER	BOAT NAME
1 ☒ Yes 2 ☐ No	TX 9541 JC	N/A
BOAT MAKE: Sea Ray	BOAT MODEL: 98	MOTOR BRAND NAME: I/O
HORSEPOWER: 230	MODEL: N/A	YEAR: N/A

WAS THE CAPACITYPLATERECOMMEND EXCEEDED
Horsepower 1 ☐ Yes 2 ☒ No
Maximum Load 1 ☐ Yes 2 ☒ No

LATERAL FLOTATION 1 ☐ Yes 2 ☐ No

OPERATION AT TIME OF ACCIDNET
1 ☐ Commercial Activity
2 ☐ Cruising
3 ☐ Approaching Dock
4 ☒ Water Skiing
5 ☐ Racing
6 ☐ Towing
7 ☐ Being Towed
8 ☐ Drifting
9 ☐ At Anchor
10 ☐ Tied To Dock
11 ☐ Fueling
12 ☐ Fishing
13 ☐ Hunting
14 ☐ Skin Diving or Swimming
15 ☐ Other (specify) ____

WAS THE BOAT ADEQUATELY EQUIPPED WITH:
1 CG approved lifesaving devices? ☒ Yes ☐ No
2 Were they accessible? ☒ Yes ☐ No
3 Were they worn? ☐ Yes ☒ No

NAME AND ADDRESS OF OPERATOR
Joseph T. Luna III, 1900 N. 30th St., Orange, Tx., 77630

LAW ENFORCEMENT OFFICER	TITLE	TELEPHONE NUMBER
Ryan L. Hall	Game Warden 1	409-892-8666
ADDRESS	**AGENCY**	**DATE**
5550 k Eastex Frwy, Beaumont, Tx. 77708	TPWD	5/5/06

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 1

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

KITE TUBE DESCRIPTION

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

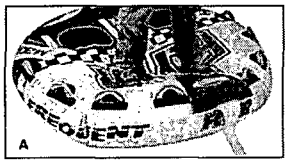
KITE TUBE SPECIFICATIONS

- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

KITE TUBE ASSEMBLY AND INFLATION

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles *in the cover when the tube is properly inflated.*

IMPROPER INFLATION **PROPER INFLATION**



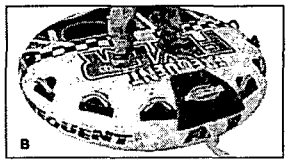


Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to *stretch. The boat/watercraft cannot plane off and extra gas is consumed.*

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it *sit on the beach, dock, or boat/watercraft full of air! If it is stored out of* the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- *Leaf Blower*
- *Vacuum with two-way switch*

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use with standard electric pumps, shop vac, wet vac; leaf blowers, and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) to top off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unit will inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on the slotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

KITE TUBE CARE AND MAINTENANCE

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep in a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cover and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

KITE TUBE TETHER TOW ROPE

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous towable tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL.
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you *use a low tow point on the rear transom of the boat or tow hook.*

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height *above the water and can get thrown higher. At a boat speed of 10 and 20* mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- *Your body weight is a factor on balance and control, shifting helps to* control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and

other immovable objects.
• Be aware of natural wind breaks and barriers that change the wind flow.
• Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
• Maximum 1 rider capacity
• Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
• Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
• 10 and 2 o'clock are the best control hand positions.
• Hang time, Kite time, can be 1 second or many minutes.
• Length of hang time depends on the wind, boat speed and rider weight.
• A straight boat heading into the wind creates the optimum Kiting performance.
• Ballet performance is what you are looking for (up and down).
• Use the large panoramic window to see the boat and to view rider height.
• Force the tube down by pushing your weight down with a swift, sitting motion.
• Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
• Use the handles to adjust left to right balance.
• Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
• Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
• Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
• A rider that falls or is ejected should try to fall away from the Kite Tube.
• Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

• Driver should be at least 16 years of age and pass a coast guard approved boating course.
• Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
• Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
• Maintain constant communication with spotter about the Kite Tube and its performance.
• Adjust boat speed to reduce the height of the Kite Tube.
• The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
• Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
• Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
• Never Kite higher than you want the rider to fall, adjust your speed.

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• *The Kite Tube is an air foil of extremely limited capabilities with regard* to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45° angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.

• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

▲ WIND SPEED AND EFFECT ▲

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: **http://www.sportsstuff.com**

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

SPORTSSTUFF

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under six (12) years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
• *The stress on the rope is different from the stress on the tube, and will vary with* the weight of the passengers, design, and surface area of the tube.
• Always wear a U.S. Coast Guard approved Type III (PFD) ski vest or as recommended by proper government authorities.
• Use this product only on water.
• Know your limits. Stop when you're tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable.
• Do not use this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.

The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller, liable for any loss, damage, injury or expenses of any kind arising out of the use of this product. It is the responsibility of the user to determine the proper suitability *and safety of the product during normal use. This product is subject to age, wear* and deterioration from use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

REPLACING PRODUCT PARTS:

If a leak or problem is suspected with your tube, locate the valves,deflate the item and remove the inflatable PVC bladder to inspect possible problem areas. Contact Sportsstuff warranty department for prompt parts replacement if a problem is located. For non-warranty parts replacement, follow the same procedure. When a replacement is received, follow the steps below:

1. Unfold the cover and lay the bladder out.
2. Locate the bladder and the inflation valve. Carefully place the PVC bladder inside the cover of the product in the appropriate location.
3. Line up the valve with the valve opening in the cover.
4. Refer to the WEGO manual for further assembly information.

MAINTENANCE:

Very little care is required for the bladder or cover.
• You may clean your towable using soap and water or mild detergent.
• Never use strong cleaning agents.
• The towable, when clean and dry, can be deflated and stored in a cool, dry area *out of direct sunlight.*
• To deflate, simply unfasten the entire valve from the base.
• Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
• Bright colored fabric covers used on the towable may bleed or fade when initially wet. Protect all boat interiors and all other surfaces from possible staining.

TOW ROPE RECOMMENDATIONS FOR SPORTSSTUFF PRODUCTS:

• *The watercraft owner/operator is responsible for informing all the persons riding* or using tow ropes of the WSIA Recommendations for tow ropes. Improper use of your tube and rope could result in serious injury or death.
• Following are the WSIA (Water Sport Industry Association) Recommendations for tow ropes (Do not exceed recommended rider capacity for your tube):

Number of Riders	Combined Weight of Riders	Rope Tensile Strength
One	min 100lbs - max 200 lbs	1500 lbs

- A standard tow rope should not exceed 65 feet.
- The tow rope should be assembled in a manner appropriate for the watercraft and tow tube.
- Please check all rope connections for frays, cuts, sharp edges, knots and wear and tear before each use. Discard any ropes that appear to be worn. It is recommended that you replace each tow rope at the beginning of the boating season.
- Tow ropes are subject to stretching during use. Please warn riders and persons in the boat/watercraft of the danger of ropes recoiling.
- DO NOT place arms, legs or head in the handle section as serious injury may result.
- Ensure that the tow rope is free from all body parts prior to towing a rider and while the tube is in use.
- Do not use a tow rope with a bungee material to pull skiers or riders. This type of apparatus could also result in serious injury or death to the tube rider or passengers in the boat/watercraft.
- Ropes will deteriorate with direct sunlight exposure. Please store away from direct sunlight and discard any rope that is frayed, discolored or raveling.
- Do not add hardware to this product that is not supplied by Sportsstuff.
- Avoid the propeller and engine at all times. Should the rope become tangled in the propeller, shut off the engine and remove key from ignition before retrieving rope from propeller.

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

- When using a Sportsstuff product, you are engaging in an exciting recreational activity with inherent risks. Act responsibly and only use your product with the awareness of and willingness to accept the risks involved.
- Read all instructions and warnings provided to you in this owner's manual and those printed on the product. Do not discard this manual.
- As in any recreational activity, reckless use, misuse, inexperience and/or neglect of the proper equipment used may result in serious injury or death.
- Visually inspect the towable and tow rope before each use. Do not use if product or tow rope is damaged in any way.
- This product is NOT for use by children under 12 years of age.
- Never leave children unattended. Use only under competent supervision.
- Sportsstuff products are NOT to be used for rental use.
- Do not consume alcohol or other drugs while using this product. Even small quantities of alcohol and other drugs can impair judgment, balance, and coordination which can greatly affects one's performance.
- Make sure all riders are wearing a U.S. Coast Guard Type III (PFD) approved life vest at at all times.
- Be conscious of the weather conditions as weather changes can occur very quickly.
- Check with your state or local government to learn their specific legal requirements concerning towables and towing.
- Use tow ropes that are designed specifically for towables with WSIA (Water Sports Industry Association) break strength guidelines.

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

- The boat/watercraft driver has the ultimate responsibility for the safety of the riders.
- Carefully survey the water before you begin towing riders.

- Do Not pull a towable without a rider. A towable is designed to have a rider in order to balance the weight distribution of the product
- Be aware of water conditions along with changes in the weather. The condition of the water greatly influences the type of ride the rider will have. Please take into consideration the age and physical ability of your rider.
- It is the boat/watercraft driver's responsibility to instruct the riders how to ride a towable. The boat/watercraft driver should carefully instruct the riders of potential risks and possible injury that may occur if they partake in careless behavior.
- At the beginning of the ride, carefully take the slack out of the tow rope. Never jerk start a towable. After the rider has signaled that he/she is ready, the driver can slowly bring the towable to a planing point.
- Most towables will plane out at 10 to 20 mph, depending on the weight of the rider. It is important to keep the nose of the item up until the item is planing.
- The resistance of the product varies widely with these factors: boat speed, turns, water conditions, number of riders and their weight, towable size, shape and function. The boat/watercraft driver should adjust the boat speed to fit these situations to minimize resistance of the towable.
- Use in wide, open spaces. Stay at least 100 yards from shallow water, shore, rocks, boats, docks and buoys. Most accidents happen on turns and in congested areas.
- The boat/watercraft driver determines the speed and the action of the towable in turns and when crossing the boat/watercraft wake. In the straight-a-ways, the boat/watercraft towing speed is the same as the towable speed. The towable speed will increase when the boat/watercraft makes a 90 to 160 degrees turn without increasing the boat/watercraft speed. If the boat/watercraft speed is 20 mph, the towable speed can be 30-40 mph. The "slingshot effect" sends the user outward from the center of the towable. Be aware of the limitations of the rider.
- Large wakes combined with the wave action and speed can contribute to a rough ride. Use a safe speed that enables the towable to plane out. The boat/watercraft driver should adjust the boat/watercraft speed and turns to fit the water conditions and the age, experience, skill and physical strength of the rider.
- Excessive speed or sharp turns might cause the tube to flip over abruptly, possibly causing serious injury to the rider.
- If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
- Under normal conditions, the maximum safe speed for adults is 20 mph. Safe speeds for children are less than 15 mph, depending on the age and physical capability of the child.
- Please make sure your boat/watercraft is tow-worthy and has the appropriate horsepower to pull rider(s) and the tow tube. Do not exceed the boat/watercraft passenger capacity.
- Extreme drag forces can develop when pulling this tube. Please use towable in calm water. Heavy waves or choppy conditions can create more drag or even result in a submarine or anchor effect.
- Extreme drag forces may also result if: the rider(s) fall off, the tube noses in or tips over and water fills cockpit/seating area. The boat/watercraft operator should immediately slow or stop to eliminate this factor.
- Death or serious injury can result from the submarine or anchor effect causing more extreme drag forces on the tow rope and/or tow point. The tow rope might have too much stress and either break and snap back at the rider(s) or other occupants of the boat. It is the boat driver's responsibility to make sure this does not occur.

• Do not exceed the weight guidelines of your boat. Do not allow passengers to hang outside the boat or side on the gunwales (sides/edges of the boat) outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales (sides/edges of the boat) of the boat.

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

• Tow/Ski towers are not designed for use with any inflatable tube towing.
• Use only lifting eyes/transoms or tournament-rated ski pylons for towing tubes.
• Consult your boat's manufacturer if you are unsure of it's tournament rating.
• Do not tow any inflatable from a ski eye.
• Any tow pylon or ski pylon installed after market is not intended for inflatable tube towing.
• Death or serious injury may result if an unapproved ski/tow pylon is used.

⚠ WARNING! SPOTTERS NOTICE: ⚠

• Always use a spotter (observer) in the boat to communicate the needs of the rider to the driver.
• The spotter must be the eyes of the driver and the rider, always alert to recognize possible danger so proper action can be taken to avoid any risk to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• The spotter should hold up a safety flag cautioning all other boaters that riders are in the water.

⚠ WARNING! RIDERS NOTICE: ⚠

• Do not use this items as a personal flotation device.
• Do not exceed the manufacturers recommended number of riders for your particular tube.
• Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not to exceed 65 feet.
• Only use this product with a responsible boat/watercraft operator who knows how to effectively operate the equipment.
• This product should be used in water only. Do not launch from dock or land.
• Do not use near piling, docks, shores or shallow water or other obstructions that could cause serious injury to the rider.
• Carefully instruct the other riders the proper way to attach rope and operate the towable.
• DO NOT strap or attach arms or legs to cover or tube. Never place hands or feet in between the tube or cover.
• This item has no braking or steering mechanism and can develop high speeds under certain towing conditions. Use at your own risk!
• This product is not a life saving device.
• Take necessary breaks when you are tired.
• Never get near the propeller with the engine running, even if it is in neutral.

GENERAL TROUBLE SHOOTING GUIDE:

Symptom: Product won't hold air.
Solution: Check to see that the valve is fastened properly. Re-fasten valve if needed. Check to see if the product was inflated fully from the beginning. If you suspect it wasn't inflated fully, add more air. PVC Repair Adhesive is available from Sportsstuff at www.sportsstuff.com or 888-814-8833 for small hole or seam repairs.

Symptom: Valve is leaking
Solution: Listen closely to hear if air is leaking. Be sure the valve and cap are screwed in or fastened straight and are tight. Leakage can occur if the valve is not fastened correctly.

Symptom: Product inflates but doesn't become firm.
Solution: Please check to make sure it was inflated firmly with a high volume air pump. If you are sure you inflated it properly, fully assess it for a leak or re-fasten the valve. If a leak is detected, the bladder may be patched by using Sportsstuff PVC Adhesive which can be purchased directly from Sportsstuff.

Symptom: Cover is very loose (Applies only to products with covers).
Solution: Please check to make sure that your product is inflated fully and the tube is in place. The cover should fit snugly over the well-inflated tube. If the cover remains loose, add more air. See also the INFLATION section of this manual.

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: http://www.sportsstuff.com

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code". It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

Glen Canyon NRA
Determination of Public Access or Restriction

Affected Area/Topic Common Name:

A restriction concerning kite tubing, kite boarding, and parasailing.

Location of Affected Area:

All waters, air, and land areas of Glen Canyon NRA.

Nature of Action/Restriction/Closure:

A general restriction specific to recreational activities commonly referred to as kite tubing, kite boarding, and parasailing. This restriction applies to any activity requiring a tow vessel for the purpose of sustained air travel above the water surface, and any water based recreational activity that relies on tethered parafoils, parachutes, kites, wings, or other tethered apparatus for propulsion across the water surface resulting in sustained air travel. This restriction is not intended to limit or curtail activities associated with conventional recreational pursuits including sailing, sail boarding, water skiing, knee boarding, or wake boarding.

Level of Scope of Closure/Restriction:

This is a general restriction specific to all waters and areas within Glen Canyon NRA to specific recreational activities known as kite tubing, kite boarding, and parasailing.

Proposed Regulatory Language (36 CFR section/wording):

36 CFR 1.5 (a)2

Kite tubing, parasailing, and similar activities requiring a tow vessel or tow vehicle for the purposes of providing air flight of participants and/or apparatus are prohibited within the boundaries of Glen Canyon NRA. Kite boarding, kite surfing, and similar tethered activities requiring a parasail, kite, wing, or similar tethered apparatus attached to the participant or floatation device, for the specific purpose of providing propulsion or air flight are prohibited.

Definitions:

Kite tubing is a generic term used to describe certain water based recreational pursuits involving the use of tethered floatation devices designed to rise above the surface of the

water. This term is used to describe recreational activities associated with the use of manufactured devices such as the WEGO "Kite Tube", SEVYLOR "Manta", and similar apparatus.

Kite boarding is a generic category of recreational activities associated with floatation devices designed for water and air travel propelled by tethered parafoils, parachutes, wings, kites, or other similar apparatus.

Parasails are a generic family of devices dependent on parafoils, parachutes, wings, or similar apparatus towed by vessels with long tow lines for the purposes of sustained air travel.

Justification:

In April of 2006 the first observation of kite tubing was made at Glen Canyon NRA. This observation was made secondary to a call for EMS intervention to rescue a severely injured man who had been crushed by a Kite Tube inverting and crashing. This person suffered severe trauma to their neck and chest resulting in a near drowning incident. This incident was documented in CI# 06 0297. Since this first accident three other severe injuries,(CI# 06-941, 06-1301, 06-1334), and multiple minor accidents attributed to kite tubing have occurred within the recreation area. Glen Canyon staff have air lifted 4 patients from the lake, with three suffering life threatening injuries. Subsequent viewings of various kite tubing promotional materials indicates a steep learning curve for the "operator" to establish the correct balance and steering to keep the kite tube from veering violently from side to side and/or up and down. The manufacturer's videos show sequences where the kite tube appears to be primarily out of control. In addition numerous personal videos of actual accidents have been recorded and collected showing the unpredicted violent out of control nature of this activity. Due to the unpredictable nature of the crafts "flight", it is dangerous and inappropriate to permit this activity to occur in proximity to other visitors recreating on the lake, nor is it prudent to allow an inherently unstable and dangerous activity to establish a user/participant precedent.

Kite tubing presents many of the same risks as "cliff jumping" which is a prohibited activity in the NRA. Kite tubes have the potential to rise to 60' above the water surface while traveling at speeds of 35-40 mph. Because of the uncontrolled nature of kite tube falls or crashes, the "operator" often impacts the water surface at high speeds, near vertical angles, and unusual body positions, significantly increasing the risk of injury. (See attached list of case incidents.)

Kite boarding represents a separate, but similar, set of risks and dangers to visitors at Glen Canyon NRA because of the basic uncontrolled nature of the kite board and the attached operator which is dependent on wind to provide lift and propulsion. Kite boarders are dependent on air movement and have little control concerning the general direction of travel, which may interfere with other visitors engaged in traditional water recreation activities such as sailing, water skiing, fishing, etc. In addition the lines and

cables attaching the kite boarder to the parafoil or wing pose potential safety concerns to other boaters or park visitors that may be struck or collide with these lines. Kite boarding, due to the generally uncontrolled speed and direction of travel of the kite board, requires large, open, and empty expanses of water, which often is not available at Glen Canyon NRA because of competing visitor uses.

Parasailing also represents potential risks and dangers to parasailing participants as well as other park visitors. Parasailing requires extremely long lines, often in excess of 1000', generally straight line boat travel, and large open spaces of shoreline or water surface for landing, which increases the risk of interference or collision with other park visitors. Because the parasail tow boat requires sustain forward momentum to keep the parasailer air borne, it is extremely difficult for the tow vessel to maneuver or stop quickly to avoid other vessels or water hazards. The NRA has responded to calls for emergency assistance and rescue services because of serious injuries sustained in parasailing accidents. (See attached list of case incidents.)

Kite tubing, kite boarding, and parasailing are incompatible with the current spectrum of permissible recreational opportunities available at Glen Canyon NRA. While Lake Powell offers what appears to be a vast expanse of open water and endless space, impacts and conflicts among various user groups occur frequently due to the relatively restricted water channels and high level of visitor use. Kite tubing, kite boarding, and parasailing require large amounts of space and unpopulated surface waters and have the potential to disrupt established recreational pursuits. Kite tubing, kite boarding, and parasailing may require long tow ropes, large open water surfaces for takeoffs and landings and, because of their air borne attachments can not maneuver or stop abruptly. To avoid inevitable accidents caused by kite tubing, kite boarding, and parasailing, as well as conflicts and accidents involving traditional park user groups not accustomed to the special operational needs of these dangerous air borne activities, the NRA has chosen to prohibit kite tubing, kite boarding, and parasailing.

(SEE ATTACHMENTS & DATA FILES)

NEPA, Cultural Resources Requirements:

None Required.

Proposed by: Mark Law, Law Enforcement Specialist, GCNRA

Proposal Implementation Date: 6-15-06

Method of Public Notification:

Notification of this closure restriction pertaining to towed aerial watercraft will be made through local and regional media services, park publications, park web-site, and posted on area information bulletin boards. (See attachments.)

Reviewed By: Mike Mayer **Date**
Chief Ranger Visitor and Resource Protection

Determination: **Adopted** **Rejected**

Kitty L. Roberts **Date**
Superintendent
Glen Canyon National Recreation Area

NO. _____

[redacted] Individually and as Representative of the Estate of [redacted], III, deceased, and as next friend of [redacted] and [redacted], minor children	§	IN THE DISTRICT COURT OF
PLAINTIFFS	§	
VS.	§	ORANGE COUNTY, TEXAS
SPORTSSTUFF, INC., SKI LIMITED ENTERPRISES, INC., and JOSEPH T. LUNA, III	§	
DEFENDANTS	§	_____ JUDICIAL DISTRICT

PLAINTIFFS' ORIGINAL PETITION

TO THE HONORABLE JUDGE OF SAID COURT:

COME NOW, [redacted], **Individually and as Representative of the Estate of** [redacted], **and as next friend of** [redacted] **and** [redacted], **minor children** ("Plaintiffs"), complaining of **SPORTSSTUFF, INC., SKI LIMITED ENTERPRISES INC.** ("Product Defendants") **and** [redacted] ("Driver Defendant"), and for cause of action would respectfully show unto the Court the following:

PARTIES

1. Plaintiffs are citizens of the State of Texas, and reside in Orange, Orange County, Texas.

2. Defendant, SPORTSTUFF, INC., is a corporation duly formed and existing under the laws of the State of Nebraska, and may be served with process by serving its Registered Agent, Leroy Peterson, at 11213 E. Circle, Ste. A, Omaha, Nebraska 68137.

3. Defendant, SKI LIMITED ENTERPRISES, INC., is a corporation duly formed and existing under the laws of the State of Ohio, and may be served with process by serving its Registered Agent, Victor Daprile, at 1303 Boardman-Poland Road, Youngstown, Ohio 44514.

4. Defendant, [redacted] is an individual residing in Orange County, Texas and may be served with process at 1900 N. 30th Street, Orange, Texas 77630.

DISCOVERY CONTROL PLAN

5. Pursuant to Rule 190 of the Texas Rules of Civil Procedure, Plaintiffs intend to conduct discovery in this matter under Level 3 as defined in Texas Rule of Civil Procedure 190.4. Plaintiffs would request the immediate entry of a Docket Control Order establishing the date of trial before a jury and deadlines for the completion of discovery, designation of expert witnesses, challenges to expert witnesses and dispositive motions.

VENUE

6. Venue is proper in this Court pursuant to Texas Civil Practice & Remedies Code §15.002(a)(2) since a Defendant resided in Orange County, Texas at the time this cause of action accrued.

STATEMENT OF THE CASE

7. On Sunday, April 30, 2006, at approximately 3:00 p.m., [redacted] ("Plaintiffs' Decedent") was being pulled behind a boat, driven by Driver Defendant J[redacted]II, on a Wego Kite Tube ("Kite Tube") which had been purchased and received by Plaintiffs' Decedent the day before. Said Kite Tube was designed, manufactured, and marketed by Product Defendant SPORTSSTUFF, INC. Product Defendant SKI LIMITED ENTERPRISES, INC. marketed and sold the Kite Tube to Plaintiff's Decedent.

8. There were four passengers on the boat at the time of the fatal accident, one of which was his wife [redacted]D. [redacted]irty-three (33) years old, and [redacted] thirty-one (31) years old, have two children, [redacted]D and J[redacted], ages eight (8) years old and four (4) years old, respectively.

9. On the day in question, as J[redacted], III was being pulled and airborne on the Kite Tube, the tube suddenly and unexpectedly began to rapidly descend to the water in an uncontrollable fashion. Upon striking the surface of the water, [redacted] suffered severe bodily injuries resulting in his eventual death forty-five (45) minutes later.

10. The Kite Tube in question was designed, manufactured, marketed, distributed, supplied and/or sold by Product Defendants.

11. The Kite Tube in question was unreasonably dangerous and defective at the time it was designed, manufactured, marketed, distributed, supplied and/or sold. At all times relevant to this cause of action, Product Defendants engaged in the business of

designing, manufacturing, marketing, distributing, supplying and/or selling Wego Kite Tubes, and placed into the stream of commerce the Kite Tube at issue. The Kite Tube was in a defective condition at the time it left the control of the Product Defendants and at the time it came into the control of Plaintiffs. The defective condition of the Kite Tube, which made it unreasonably dangerous for the use of the general public and Plaintiffs' decedent, arose because of a defective design, a defect in the manufacturing process and/or because of defective marketing.

FIRST CAUSE OF ACTION
PRODUCTS LIABILITY—GENERAL NEGLIGENCE

12. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 11 above and further allege as follows.

13. PRODUCT DEFENDANTS in designing, manufacturing, marketing, distributing, supplying and/or selling the above mentioned product had a duty to Plaintiffs to do so in a reasonable manner to ensure that the product was safe and did not pose an unreasonable risk of causing harm to those who used the product for its intended purpose.

14. PRODUCT DEFENDANTS breached this duty when they placed the defective and dangerous product into the stream of commerce when they knew or should have known of its defective nature and propensity to cause harm to individuals such as Plaintiffs.

15. Plaintiffs cannot more specifically allege the acts of negligent manufacture or design on the part of PRODUCT DEFENDANTS, because facts in that regard are peculiarly within the knowledge of PRODUCT DEFENDANTS. As such, alternatively, in the event Plaintiffs are unable to prove specific acts of negligent design or

manufacture, Plaintiffs rely on the doctrine of *res ipsa loquitur*. In this connection, Plaintiffs would show that the character of the occurrence giving rise to this litigation is such that it would not have happened in the absence of negligence, and that the design and manufacture of the product was within the exclusive control of PRODUCT DEFENDANTS at the time the negligence occurred. Plaintiffs have no means of ascertaining the method or manner in which the product was designed and/or manufactured, and it came into the Plaintiffs' possession in the same condition it was in when it left the control of PRODUCT DEFENDANTS. Thus, PRODUCT DEFENDANTS were negligent in the design and/or manufacture of the product at issue.

16. As a direct and proximate result of PRODUCT DEFENDANTS' negligence, the defective and dangerous product caused harm and injury to Plaintiffs.

17. Wherefore, Plaintiffs pray for damages as set forth below.

SECOND CAUSE OF ACTION
STRICT PRODUCTS LIABILITY

18. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 17 above and further allege as follows.

19. PRODUCT DEFENDANTS, at all times relevant to this action, engaged in the business of designing, manufacturing, marketing, distributing, selling, and/or supplying the product to consumers in the general public.

20. PRODUCT DEFENDANTS, knew and intended that the product designed, manufactured, marketed, distributed, sold, and/or supplied by PRODUCT DEFENDANTS would be purchased by consumers without inspection for defects.

21. The product in question was unreasonably dangerous and defective at the time it was designed, manufactured, marketed, distributed, sold, and/or supplied.

22. The defects in the product in question included defects in design, manufacture and marketing. The product in question was in a defective condition at the time it left the control of the PRODUCT DEFENDANTS and at the time it came into the control of the Plaintiffs.

23. The defective conditions of the product in question, which made it unreasonably dangerous for the use of the general public and the Plaintiffs, arose because of a defect in the design, manufacturing and/or marketing of the product.

24. The defects in the product in question were a producing cause of the incident, injuries and damages sustained by the Plaintiffs.

25. Plaintiffs are informed and believe, and thereon, allege that PRODUCT DEFENDANTS:

(a) knew or should have known that the product designed, manufactured, marketed, distributed, sold, or supplied by PRODUCT DEFENDANTS were defective and dangerous in the manner alleged above;

(b) knew or should have known that because of the defect, the product could not safely be used for the purposes for which it was intended;

(c) knew or should have known that the product was defective and dangerous, and in conscious disregard of the safety of the general public, consumers, and Plaintiffs, placed it in the stream of commerce without warning customers or the unknowing general public, or Plaintiffs, of the defects;

(d) knew or should have known that when the product was placed in the stream of commerce, it would be sold to and used by the general public, consumers, and Plaintiffs, without inspection for defects; and

26. PRODUCT DEFENDANTS, in designing, manufacturing, marketing, distributing, selling, and supplying the product, had a duty to Plaintiffs to do so in a reasonable manner and to ensure that the product was without defect. PRODUCT DEFENDANTS breached these duties by placing the defective product into the stream of commerce when they knew or reasonably should have known of the product's defective nature and or its propensity to cause harm to individuals such as Plaintiffs.

27. By placing the defective product into the stream of commerce, PRODUCT DEFENDANTS impliedly represented that it was safe for the purpose for which it was intended. As a direct and proximate result of PRODUCT DEFENDANTS' conduct in the designing, manufacturing, marketing, distributing, selling, or supplying of the defective and dangerous product, Plaintiffs have suffered harm and injuries.

28. Wherefore, named Plaintiffs pray for damages as set forth below.

THIRD CAUSE OF ACTION
PRODUCTS LIABILITY—DEFECT IN DESIGN, MANUFACTURE and ASSEMBLY

29. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 28 above and further alleges as follows.

30. The product that is the subject of the instant action was not reasonably fit, suitable, or safe for its intended use by reason of a defect in its design, manufacture, or assembly, which caused it to be unreasonably dangerous.

31. The defect in design, manufacture, or assembly existed at the time PRODUCT DEFENDANTS placed the product into the stream of commerce.

32. The product was being used in its intended and reasonably foreseeable manner when it caused injury to Plaintiffs.

33. As a direct and proximate result thereof, Plaintiffs have suffered injuries and damages.

34. Wherefore, named Plaintiffs pray for damages as set forth below.

FOURTH CAUSE OF ACTION
PRODUCTS LIABILITY—FAILURE TO WARN OF DANGER IN USE OF PRODUCT

35. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 34 above and further allege as follows.

36. At all relevant times, the product manufactured and/or distributed by PRODUCT DEFENDANTS was defective as a result of the fact that it was unreasonably dangerous and defective. PRODUCT DEFENDANTS failed to give adequate warning of the high likelihood that the product will become uncontrollably unstable when airborne, thereby causing the rider to have little or no control over the product's flight pattern, thus rendering the product unsafe for its intended or reasonably foreseeable use. PRODUCT DEFENDANTS knew that the product was extremely dangerous, yet advertised the product as fit for inexperienced amateurs, and deliberately decided to omit any safety equipment such as to convey the false impression that little or no risk was involved in using the product.

37. Plaintiffs are informed and believe, and thereon allege, that at all relevant times PRODUCT DEFENDANTS had specific knowledge of the risk or could have known of the risk by the application of scientific and industry knowledge available at the time of the manufacture of the product.

38. At all times herein mentioned, PRODUCT DEFENDANTS knew the product was defective in the manner herein alleged, that in all likelihood the defective

product would produce an injurious result in normal use and that such result was potentially life threatening to each individual to whom the product was sold. Notwithstanding this knowledge, PRODUCT DEFENDANTS failed to give adequate notice to the purchasers of the grave risks associated with the use of the product, and instead placed and persisted in placing the defective product into the stream of commerce, thus causing harm and injuries to Plaintiffs.

39. PRODUCT DEFENDANTS marketed the product as a product fit for amateurs. Had PRODUCT DEFENDANTS given Plaintiffs sufficient, conspicuous notice of the known risks associated with the product, they would not have purchased the product.

40. As a direct and proximate result of PRODUCT DEFENDANTS' failure to warn, this defective and unreasonably dangerous product was purchased by Plaintiffs causing them harm and injuries.

41. Wherefore, named Plaintiffs pray for damages as set forth below.

FIFTH CAUSE OF ACTION
PRODUCTS LIABILITY—BREACH OF WARRANTY

42. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 41 above and further alleges as follows.

43. PRODUCT DEFENDANTS, as the designer, manufacturer, marketer, distributor and/or seller of the product, expressly warranted that the Kite Tube was fit for its intended purpose, that the Kite Tube was of merchantable quality, and that it was safe and fit for the purposes intended when used under ordinary conditions and in an ordinary manner.

44. PRODUCT DEFENDANTS breached such warranties by designing, manufacturing, marketing, distributing, supplying and/or selling the product in question when it was neither safe nor fit for the purposes intended.

45. The product in question was not altered by Plaintiffs. The product was defective when it left the exclusive control of PRODUCT DEFENDANTS, and PRODUCT DEFENDANTS knew the product would be used without additional inspection by the general public, consumers and Plaintiffs. The product was not safe and fit for the purposes intended and Plaintiffs did not receive the goods as warranted.

46. As a direct and proximate cause of PRODUCT DEFENDANTS' breach of express warranty, Plaintiffs have been injured and damaged.

47. Wherefore, named Plaintiffs pray for damages as set forth below.

SIXTH CAUSE OF ACTION
NEGLIGENT RECALL

48. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 47 above and further allege as follows.

49. As described above, PRODUCT DEFENDANTS designed, manufactured, marketed, distributed, sold and/or supplied a defective and unreasonably dangerous product. Once PRODUCT DEFENDANTS learned that the product was defective and unreasonably dangerous, they had a duty to Plaintiffs to institute an effective product recall.

50. PRODUCT DEFENDANTS breached this duty when they failed to institute any product recall upon learning that their product was defective and unreasonably dangerous.

51. As a direct and proximate result of PRODUCT DEFENDANTS' failure to

recall the defective and unreasonably dangerous product, Plaintiffs have suffered harm and injuries.

52. Wherefore, named Plaintiffs pray for damages as set forth below.

SEVENTH CAUSE OF ACTION
INTENTIONAL MISREPRESENTATION

53. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 52 above and further alleges as follows.

54. At all times herein referred to, PRODUCT DEFENDANTS were engaged in the business of designing, manufacturing, marketing, distributing selling and/or supplying the product which is the subject of the instant litigation.

55. PRODUCT DEFENDANTS, acting through their officers, agents, servants, representatives and/or employees, delivered the defective and unreasonably dangerous product to dealers and various other distribution channels.

56. PRODUCT DEFENDANTS willfully, falsely, and knowingly misrepresented material facts relating to the character and quality of the product. These misrepresentations are contained in advertisements and endorsements disseminated or caused to be disseminated by PRODUCT DEFENDANTS in various forms and through various media outlets, and such misrepresentations have been and are reiterated and disseminated by officers, agents, representatives, servants and/or employees of PRODUCT DEFENDANTS acting within the course and scope of their authority, so employed by PRODUCT DEFENDANTS to merchandise and market the product. PRODUCT DEFENDANTS knew that the product was extremely dangerous, yet advertised the product as fit for inexperienced amateurs, and deliberately decided to omit

any safety equipment such as to convey the false impression that little or no risk was involved in using the product.

57. PRODUCT DEFENDANTS' representations were made with the intent that the general public, including Plaintiffs, rely upon them. PRODUCT DEFENDANTS' representations were made with knowledge of the falsity of such statements, or in reckless disregard of the truth thereof.

58. In actual and reasonable reliance upon PRODUCT DEFENDANTS' misrepresentations, Plaintiffs purchased and used the product for its intended and reasonably foreseeable purpose. Plaintiffs were unaware of the existence of facts that the PRODUCT DEFENDANTS suppressed and/or intentionally neglected to disclose in a conspicuous manner. If they had been aware of the suppressed facts, Plaintiffs would not have purchased the defective and unreasonably dangerous product.

59. Plaintiffs are informed and believe, and thereon allege, that PRODUCT DEFENDANTS misrepresented material facts with the intent to defraud Plaintiffs. Plaintiffs were unaware of the intent of PRODUCT DEFENDANTS and relied upon the representations of PRODUCT DEFENDANTS in agreeing to purchase the product. Plaintiffs' reliance on the representations of PRODUCT DEFENDANTS was reasonable.

60. In actual and reasonable reliance upon PRODUCT DEFENDANTS' misrepresentations, Plaintiffs purchased the defective and unreasonably dangerous product and used it for its intended purpose, the direct and proximate result of which was injury and harm to the Plaintiffs.

61. Wherefore, named Plaintiffs pray for damages as set forth below.

EIGHTH CAUSE OF ACTION
NEGLIGENT MISREPRESENTATION

62. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 61 above and further alleges as follows.

63. PRODUCT DEFENDANTS negligently and/or recklessly misrepresented various material facts regarding the quality and character of their product, under circumstances where PRODUCT DEFENDANTS either knew, or in the exercise of reasonable care should have known, that such representations were not true. These misrepresentations are contained in various advertisements and endorsements disseminated or caused to be disseminated by PRODUCT DEFENDANTS in various forms and through various media outlets, and such misrepresentations have been and are reiterated and disseminated by officers, agents, representatives, servants, or employees of PRODUCT DEFENDANTS acting within the course and scope of their authority, so employed by PRODUCT DEFENDANTS to merchandise and market the product.

64. In reasonable reliance upon these misrepresentations, Plaintiffs purchased the product for personal use. Had Plaintiffs known the true facts, including, but not limited to, the fact that the product was defective and unreasonably dangerous, they would not have purchased the product.

65. As a direct and proximate cause of PRODUCT DEFENDANTS' negligent misrepresentations, Plaintiffs have been harmed and injured.

66. Wherefore named Plaintiffs pray for damages as set forth below.

NINTH CAUSE OF ACTION
FRAUD BY CONCEALMENT

67. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 66 above and further alleges as follows.

68. Plaintiffs are informed and believe, and thereon allege, that PRODUCT DEFENDANTS knew that there was a high probability that their product was defective and unreasonably dangerous and concealed this fact.

69. PRODUCT DEFENDANTS had a duty to disclose this information to Plaintiffs, consumers, and the general public. PRODUCT DEFENDANTS failed to timely disclose this information to Plaintiffs, consumers, and the general public.

70. PRODUCT DEFENDANTS concealed such information for the purpose of inducing the purchase and use of the defective and unreasonably dangerous product designed, manufactured, marketed, distributed, sold and/or supplied by PRODUCT DEFENDANTS.

71. PRODUCT DEFENDANTS knew that Plaintiffs were unaware of the existence of certain facts, and that Plaintiffs did not have an equal opportunity to discover such facts. PRODUCT DEFENDANTS were deliberately silent when they had a duty to speak, and actively suppressed and concealed certain material facts. If Plaintiffs had been aware of the facts not disclosed by PRODUCT DEFENDANTS, they would not have agreed to purchase or use the defective and unreasonably dangerous product. Plaintiffs are informed and believe, and thereon allege, that PRODUCT DEFENDANTS concealed such material facts with the intent to defraud Plaintiffs. Under the circumstances, especially since PRODUCT DEFENDANTS omitted and concealed

material facts, Plaintiffs' reliance on the representations of PRODUCT DEFENDANTS was reasonable.

72. As a result of PRODUCT DEFENDANTS' material omissions, failure to disclose and active concealment, Plaintiffs purchased and used PRODUCT DEFENDANTS' defective and unreasonably dangerous product, in the way which it intended, the direct and proximate result of which was injury and harm to the Plaintiffs.

73. Wherefore, named Plaintiffs pray for damages as set forth below.

TENTH CAUSE OF ACTION
NEGLIGENCE

74. DRIVER DEFENDANT owed Plaintiffs a duty to operate the boat in a safe manner.

75. DRIVER DEFENDANT breached this duty when he failed to exercise ordinary care as he did not operate the boat in the same manner as would a person of ordinary prudence under the same or similar circumstances.

76. As a direct and proximate result of DRIVER DEFENDANT'S negligence, Plaintiffs have suffered injuries and damages.

77. Wherefore, Plaintiffs pray for damages as set forth below.

DAMAGES

78. As a proximate result of the occurrence made the basis of this suit, [redacted] sustained severe bodily injuries. He was transported from the scene of the incident to the Emergency Room of a nearby hospital, where he was under the care of physicians and nurses. The estate of J[redacted] has paid or incurred liability to pay the reasonable and necessary charges for medical care and treatment including ambulance service fees, fees for the

services of the physicians and nurses and fees for hospital services and supplies. As a proximate result of the accident and the injuries inflicted upon him by the willful and/or grossly negligent conduct of Product Defendants, and the negligent conduct of Driver Defendant [redacted], III died on April 30, 2006 after forty-five (45) minutes of conscious pain and suffering. The estate of [redacted] has paid or incurred liability to pay a reasonable and customary charge for funeral and burial.

79. [redacted], III was thirty-three (33) years of age at the time of his death. He was in good health with a reasonable life expectancy of forty-one (41) more years. He was married only once, to Plaintiff [redacted] on December 5, 1998. As stated, two (2) children were born of the marriage, being those named above and joined as Plaintiffs. During his lifetime, Plaintiff's Decedent was industrious and energetic, a good father, husband and provider. He performed numerous and usual tasks in and about the family residence, and gave advice, counsel, comfort, care and protection to his wife and family. In all reasonable probability, he would have continued to do so, providing for and supporting his wife for the remainder of her natural life and caring for and supporting his children at least until they attained adulthood, and probably thereafter, as he planned to provide each with all the costs incident to attending college in accordance with their desires and goals in life. At his death, [redacted] possessed assets and accumulated savings from his past earnings, which, in all reasonable probability, he would have continued to accumulate for the remainder of his natural life. At the time of Plaintiffs'

Decedent's death, [redacted]D was thirty-one (31) years of age, in good health, with a reasonable life expectancy of forty-nine (49) more years.

80. As a result of the untimely death of Plaintiffs' Decedent, [redacted]D has suffered pecuniary loss from the death of her husband, [redacted]D, III, including losses of care, maintenance, support, services, advice, counsel, and contributions of pecuniary value that she would have received from her husband during his lifetime had he lived. In addition, she has suffered loss of consortium and damage to the husband-wife relationship, including loss of affection, solace, comfort, companionship, society, assistance, sexual relations, emotional support, love and felicity necessary to a successful marriage. She has suffered severe mental anguish, grief, and sorrow as a result of the death of her husband, [redacted], and is likely to continue to suffer for a long time in the future. For these losses, [redacted] seeks damages in a sum within the jurisdictional limits of this Court.

81. [redacted]D and J[redacted] have suffered pecuniary loss from the death of their father, [redacted] III, including losses of care, maintenance, support, services, advice, counsel, and contributions of pecuniary value that they would have received from their father during his lifetime had he lived. They have suffered additional losses by virtue of the destruction of the parent-child relationship, including the right to love, affection, solace, comfort, companionship, society, emotional support, and happiness. They have suffered severe mental depression and anguish, grief, and sorrow as a result of the death of their father, [redacted], III, and are likely to continue to suffer for a

long time in the future. For these losses, [redacted] and [redacted] seek damages in a sum within the jurisdictional limits of this Court.

82. Plaintiffs would show that the negligence described above was of such a character as to make PRODUCT DEFENDANTS guilty of gross negligence. The acts and/or omissions of PRODUCT DEFENDANTS, when viewed objectively from the standpoint of the PRODUCT DEFENDANTS, involved an extreme degree of risk, considering the probability and the magnitude of potential harm to others. Moreover, PRODUCT DEFENDANTS engaged in such conduct with conscious indifference to the rights, safety or welfare of others, despite the PRODUCT DEFENDANTS' actual, subjective awareness of the risk involved. Accordingly, Plaintiffs seek punitive damages against PRODUCT DEFENDANTS in an amount that may be found by the trier of fact.

PRAYER FOR RELIEF

WHEREFORE, PREMISES CONSIDERED, Plaintiffs pray for judgment against DEFENDANTS as follows:

1. For special damages according to proof;
2. For general damages according to proof;
3. For punitive and exemplary damages against Product Defendants pursuant to causes of action 1, 2, 3, 4, 6, 7, and 9, the bases for which will be proven at trial. Said exemplary or punitive damages are due and awardable pursuant to the actions of Product Defendants described above, including fraud and deceit, wanton and reckless acts of commission and omission, and outrageous and malicious conduct, in an amount in favor of Plaintiffs, as a multiple of Plaintiffs' compensatory damages, all totaled to

an amount sufficient to punish said Defendants so as to deter it and others like it from similar wrongdoing.

4. Pre-judgment interest;

5. Post-judgment interest;

6. For Plaintiffs' attorneys fees and costs of suit incurred herein; and

7. Such further legal and equitable relief as this court may deem proper.

JURY DEMAND

Plaintiffs respectfully demand a trial by jury.

REQUEST FOR DISCLOSURE

Under the Texas Rule of Civil Procedure 194, Plaintiffs request that Defendant disclose, within 50 days of the service of this request, the information or material described in Rule 194.2 (a-k).

Respectfully submitted,

LAW OFFICES OF DAVID E. BERNSEN, P.C.

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Attorneys for Plaintiffs,
[redacted], Individually and as Representative of the Estate of JAMES [redacted], III, and as next friend of [redacted] and [redacted], minor children

AUTOPSY REPORT

Case [redacted]

May 1, 2006

ON THE BODY OF

[redacted]
Orange, Texas

CAUSE OF DEATH: Transection of aorta with left hemothorax.

MANNER OF DEATH: Accident.

Dr. Tommy J. Brown
Forensic Pathologist

5/9/2006
Date

POSTMORTEM EXAMINATION ON THE BODY OF

[redacted]
Orange, Texas

HISTORY: This 33 year old Caucasian male was pronounced dead at 3:45 p.m. on April 30, 2006, at Christus Hospital - St. Mary in Port Arthur, Texas.

AUTOPSY: The autopsy was performed by Dr. Tommy J. Brown at the request and upon the written authorization of The Honorable Tom Gillam, III, Justice of the Peace, Precinct 8, Jefferson County, Texas, beginning at 7:00 a.m. on May 1, 2006, in the Southeast Texas Forensic Center, Inc., DBA: Jefferson County Morgue.

CLOTHING: The decedent was dressed in black and blue swim trunks and a pair of white jockey undershorts.

PERSONAL PROPERTY: There was a silver colored chain necklace around the neck.

EVIDENCE OF MEDICAL INTERVENTION: There was an endotracheal tube within the mouth. A neck brace was in place around the neck. There were EKG electrode disks over the chest and abdomen. There were defibrillator/ ECG/ pacing adhesive electrodes over the right upper and left lower lateral chest. There was an intravenous line in the right antecubital space.

EXTERNAL APPEARANCE: The body was that of a white male that measured 71½ inches in length, weighed 225 pounds and appeared the stated age of 33 years. There was full rigor mortis. The hair was brown with blonde tips and measured 1 inch in length. The eyes were closed; the conjunctivae were clear; the corneae were clear; the irides were green. There was a small amount of pink foamy fluid around the nostrils. The nose was otherwise unremarkable. Both ears were unremarkable. The teeth were natural. There were no abrasions, contusions or lacerations of the inner mucosa of the lips. The neck was symmetrical and without scars or evidence of trauma. The chest was symmetrical and without scars or

evidence of trauma. The abdomen was mildly protuberant and without palpable masses or scars. The pubic hair was small in quantity. The penis appeared circumcised. Both testicles were within the scrotal sac. There was a 1 by 1 inch abrasion on the medial right knee. Several small abrasions were present over the left knee. There were small scars of the knees and anterior lower legs. There were small scars of the forearms and back of the hands. There was a faint 1¼ inch abrasion on the anterior left upper arm. There was a tattoo of the head of a cat on the lateral left upper arm. The back had dependent posterior fixed lividity with blanching over the pressure areas. There was a tattoo of a tasmanian devil with the words "Double the" above it and "trouble" below it on the lateral right buttock.

INTERNAL EXAMINATION: The body was opened with a Y-shaped thoracoabdominal incision to reveal fat and red-brown muscles of the upper anterior thorax. The abdominal panniculus at the level of the umbilicus measured $1^3/_8$ inches. The organs were in their usual locations and had normal anatomic relationships to one another. There was 1,200 milliliters of free and clotted blood within the left chest cavity. There was a transection of the aorta. A large amount of blood was present within the mediastinum. There was no fluid within the peritoneal cavity. A small amount of serous fluid was present in the pericardial sac.

CARDIOVASCULAR SYSTEM: The heart weighed 410 grams. It had a smooth and glistening epicardial surface with a moderate amount of fat. The coronary arteries followed a normal distribution. There was mild to moderate atherosclerosis of the left anterior descending coronary artery. There was mild atherosclerosis of the right and circumflex coronary arteries. On sectioning, the myocardium was red-brown. There was no fibrosis. The walls of the right and left ventricles were of normal thickness. The cardiac valves were of normal size and had thin pliable cusps. There was a transection of the aorta just distal to the origination of the left subclavian artery. A large amount of blood was present in the left chest cavity, within the mediastinum and of the left hilus area.

RESPIRATORY SYSTEM: The right lung weighed 545 grams and the left weighed 250 grams. The left lung was compressed due to the blood. The upper pleural surfaces were pink and became darker in the more dependent portions. On sectioning, there was no tumor, infectious process, hemorrhage or pulmonary emboli.

HEPATOBILIARY SYSTEM: The liver weighed 1,830 grams. It had a dark brown external and cut surface. There was no tumor, infectious process or hemorrhage. The gallbladder contained 40 milliliters of a viscid green bile. There were no stones. The hepatobiliary ducts were patent.

SPLEEN: The spleen weighed 210 grams. It had a dark purple-gray intact capsule. On sectioning, the parenchyma was red-brown. The Malpighian corpuscles were prominent.

ADRENALS: Both adrenal glands were surrounded by a moderate amount of fat. On sectioning, the cortex was yellow and of normal thickness. The medulla was gray-tan and unremarkable.

PANCREAS: The pancreas had the usual size and shape. It was red-brown and lobulated on external and cut surface. It was unremarkable.

GASTROINTESTINAL TRACT: The esophagus had a gray-tan mucosa. The stomach contained 20 milliliters of a liquid digestate. The duodenum, small and large bowels were unremarkable. The appendix was present at the tip of the cecum.

GENITOURINARY TRACT: The left kidney weighed 150 grams and the right weighed 140 grams. Both had capsules that stripped with ease to reveal smooth brown surfaces. On sectioning, the cortex and medulla were well demarcated. There was no tumor, infectious process or hemorrhage. The urinary bladder was empty. The bladder mucosa was white-tan. The prostate was of normal size and had a homogenous pink-tan surface. There were no nodules.

NECK: The internal structures of the neck were examined. There were no fractures of the cervical spine. The proximal esophagus had a gray-tan mucosa. The larynx contained a small amount of mucous but was otherwise unremarkable. There was no food lodged in the upper airway. The hyoid bone, thyroid cartilage and cricoid cartilage were intact and had no fractures. The thyroid gland had the usual butterfly shape and was red-brown on both external and cut surfaces. There were no nodules.

JUN-28-2006 14:33 FROM:HWD CE BEHUMUNI 409-892-6430 ID:12819154385 P.005/007

HEAD: The scalp was incised and reflected in the usual manner. There were no subscalp hemorrhages. The top of the skull was removed and had no fractures. There was no epidural, subdural or subarachnoid hemorrhage. The brain weighed 1,430 grams. The vessels at the base of the brain were intact and had no anomalies or abnormalities. On sectioning the cerebrum, cerebellum, and brain stem, there was no tumor, infectious process or hemorrhage. The base of the skull was intact and had no fractures. There were no neck fractures.

JUN-28-2006 14:34 FROM:IPWD LE BERNUNI 409-892-6430 ID:12819154385 P.006/007

060612HCC3582
Attachment #8
Page 6 of 6

PATHOLOGICAL FINDINGS

1. **Transection of aorta.**
2. **Left hemothorax (1,200 milliliters of blood).**
3. **Mild to moderate atherosclerotic coronary artery disease.**

CAUSE OF DEATH: Transection of aorta with left hemothorax.

MANNER OF DEATH: Accident.

COMMENT: The decedent was being towed behind a boat on a kite tube. According to witnesses, the kite tube flew 15 feet into the air with the decedent and then impacted the water. The impact caused a transection of the aorta due to sudden deceleration of the body.

1. Task Number		2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060705HBB3646		8999	
3. Office Code	**4. Date of Accident** YR MO DAY	**5. Date Initiated** YR MO DAY	
840	2006 06 11	2006 07 06	

6. Synopsis of Accident or Complaint **UPC**

A 26-year-old woman suffered multiple fractures in her thighbone when she was riding a kite tube at a public lake and the kite tube nosedived into the lake from about 15 feet above the water.

CPSC/PRV/LBR NOTIFIED
COMMENTS: ___YES ✓ NO
___OVERRULED: ___ATTACHED
✓ EXCISIONS/FOIA Exs. 25c
___Revisions
___DO NOT RE-NOTIFY ___RE-NOTIFY
Jm 1/18/07

7. Location (Home, School, etc)	8. City	9. State
5 - OTHER PUBLIC PROPERTY	PUEBLO	CO

10A. First Product	10B. Trade/Brand Name	10C. Model Number
1264 - Water Skiing (activity, Appa	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF
11213 E. Circle, Suite A
Omaha, NE

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
26	2 - Female	4 - Hospitalized	57 - Fracture
16. Body Part(s) Involved	**17. Respondent**	**18. Type of Investigation**	**19. Time Spent (Operational / Travel)**
81 - UPPER LEG	1 - Victim/Complainant	1 - On-Site	20 / 8

20. Attachment(s)	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	07 - Consumer Complaint	

23. Permission to Disclose Name (Non NEISS Cases Only)

○ Yes ● No ○ Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
07/20/2006	8929	Frank J. Nava

27. Distribution	28. Source Document Number
Topka, Tanya L.; Blasius, Dennis R.	I0670011A

This investigation was done as follow-up to an incident report from the CPSC Internet Hotline. The victim reported that she was riding on a kite tube when she suddenly lost control and the kite tube dove head-first into the lake from about 15 feet in the air. The victim rode the kite tube into the water and suffered multiple fractures to her thigh bone, near the hip socket. Information for this report is from interviews with the victim and her father, the owner/driver of the boat and kite tube.

Incident

This incident took place at a public reservoir. The AAA tour book lists the lake as a 17,000 acre reservoir. The town the lake was named for is at an elevation of 4,662 feet above sea level according to AAA.

The boat and recreation equipment was owned and operated by the victim's father. The father owns a vacation home near the lake and the victim said the family has gone to that lake most of her 26 years. The family uses their boat for waterskiing, towing a tube, and wake boarding.

The victim is a 26-year-old woman. She said she is experienced with the water activities the family has done in the past, but preferred to ride on the tube towed by the boat. Since she has been an adult, she averages 2 trips per summer to the family vacation home and water activities. The victim is 5'7" tall and weighs about 130 pounds.

In April 2006, the father was at the boat dealer near the lake getting a new tube to tow behind his boat. At the time he bought the tube, he saw a print advertisement for the kite tube and asked the dealer about the kite tube. About 1 week after he bought the other tube, he was back at the boat dealer and saw the kite tube. He discussed the kite tube with the dealer and decided to trade the new tube for the kite tube. The dealer and the father had never seen a kite tube prior to the purchase, but both of them thought it would be a fun product to use on the lake that summer.

The father said that he received instruction manuals and a DVD instruction video with the kite tube. He said he read the literature and watched the video prior to using the product for the first time. The victim said she also watched the video prior to using the kite tube.

On the day of the incident, several people were down at the lake to use the kite tube for the first time. The daughter said they were using 2 boats for various activities on the lake, but had to use the "faster" boat to tow the kite tube. The father said that he attached the kite tube to his boat using the instructions from the product as well as the 45-foot tow rope that came with the kite tube.

During the day, different groups of people were on the boat while several people tried using the kite tube. The father said that he was learning to drive the boat (so it would work the best way for the kite tube) each time they tried it. He said they were the only boaters on their section of the lake. He said that there were things he learned during the

day about operating the boat and towing the kite tube that were not in the instruction manual. Some of them were:

1. The instructions state that the kite toy should not be towed at speeds greater than 15 miles per hour. The father believes that because of the high altitude at the lake, he had to drive at least 25 miles per hour to get the kite tube to lift off the water.
2. The father had to drive the boat into the wind to get the kite tube to lift off the water at 25 mph. He said that he estimated that he would have to drive at 45 mph to get the tube to lift with a tail wind, and he believed that was too fast to tow any people behind his boat, regardless of the device they were riding on. The father said the kite tube was too unstable in the air to use in a cross-wind because it would swing from side to side in the air.
3. There was a translucent panel in the front half of the kite tube that appeared to be a window so that the rider and boaters could see and communicate with each other. Both the father and daughter said that the rider could not see the boat through the window. The father said he could not see the rider behind him through the window, so it was not possible to use hand signals to communicate. He had to watch the kite tube to see if the person was still riding or if they fell off.
4. The father said that when he started towing the rider on the kite tube, the nose of the kite tube (where the tow rope attached) would submarine under the water surface. He had to watch the rider who was holding the ball rope to time his acceleration with a point where the rider was able to pull the nose of the kite tube above the surface. As soon as the kite tube accelerated enough to keep the nose above water, the rider had to immediately let go of the ball rope and grab the handles on the kite tube.
5. The father said that once the kite tube was airborne, neither he, nor the rider could control the direction of the kite tube. He also said there was no way for him to slow down once the rider was airborne because it would make the kite tube crash. None of the riders or the father was able to figure out a way to land the kite tube without crashing. The father said none of the instruction materials that came with the kite tube told them how to land it, and the video did not show any of the demonstration riders landing the kite tube after a ride.

The father said they used the kite tube for about 3 hours total on the day of the incident. It was the first time they tried the new kite tube. The wind was calm, and the father estimated the speed at about 10 to 15 mph while they were on the lake. The daughter said the water was also calm, and they were not near other boaters, so no other boats were disturbing the water around them.

Most of the people with the group that day were not able to get the kite tube to lift up off the water. Prior to the incident, the daughter's husband was able to get it about 4 feet above the water before he fell off and hit his head in the water. The daughter said her husband was about 5'7" tall and 160 pounds. After his crash, he said he had a headache, but did not think he was hurt enough to need medical attention.

The daughter said she was on her third ride of the day when she had the crash. Both her father and she said she was the best rider of the group, and the only one to really get the kite tube to lift and fly off the water. She was wearing a floatation vest, but no other safety equipment.

The daughter said on her last ride, she remembered getting about 15 to 20 feet up in the air. The father said they were driving about 30 mph, and he was watching her during her ride while he drove the boat.

The daughter said she did not remember shifting her weight or changing position when the kite tube suddenly dove nose first toward the water. The father said he did not change speed on the boat, and no wind or water activity changed at the time the kite tube started to dive.

The daughter said she remembered seeing her husband crash away from the kite tube, so she decided to hang on to the kite tube and ride it down to the water. She remembers the front of the tube hitting the water first, and then falling into the water. She remembered feeling pain in her leg, but did not realize she was hurt until she tried to climb up on the ski ramp at the back of the boat and could not support her weight on her leg.

The father said that he saw the kite tube dive, hit the water, and bounce back up before hitting the lake again. He said he knew his daughter had fallen into the water on the first bounce, so he tried to turn the boat around to go back and get her. He said that the drag from the un-manned kite tube severely slowed the boat because it was submarining in the water and acting like an anchor.

The father could not see his daughter as she fell, but he believes that her knees and lower leg where held in the pocket on the kite tube where it inflates to make a pocket for the riders legs and feet to rest while taking off. When the kite tube hit the water, the father believes the injured leg was stuck in the pocket while the other leg released and the woman fell forward into the water. He believes that the forward momentum from the impact caused the bone to break before his daughter fell off of the kite tube.

When the father got to his daughter, he realized she was severely injured, and rolled her up onto the ski ramp and held her while they drove back to shore.

Other boaters in the area saw the incident and called 911 for help. The daughter said that she remembered the park rangers meeting them while they were still on the water, and that paramedics and an ambulance were on scene when they reached shore.

The daughter was taken to a local hospital where she was treated for multiple fractures to her thigh bone, near the area where the thigh meets the hip socket. She has a plate in her leg, and currently is on 12 weeks where she may not put weight on the leg. The doctors told her that it may be 2 years before they know if the bone will heal from the injury.

The father has reported the incident to his insurance carrier, but not to the retailer or manufacturer as of 7-18-06.

Product Information

The incident product is a **Wego, model 53-5000 kite tube.** The box listed the manufacturer as: Sportstuff, **Inc., 11213 E. Circle, Suite A, Omaha, NE 68137, phone 402-592-9085, Fax 402-592-1354.**

The kite tube was purchased at **Rocky Mountain Boat Company, 290 S. McCulloch Blvd., Pueblo West, CO 81007, 719-547-3100.** The invoice was dated 4-29-06 and number 5862.

The family used the kite tube for the first time on the day of the incident.

The father said he has been notified of the recent recall of the product in July 2006. He still has the product and packaging. Photographs of the product, packaging, and inserts are attached to this report.

Attachments

Attachment 1 Photographs of incident product and packaging.

Attachment 2 Name Release Form.

Attachment 3 Medical Records Release.

Attachment 4 CPSC News 06-210, Recall announcement.

Contacts

Victim: Virginia Wilson, 1139 Eaton Circle, #1F, Castle Rock, CO 80104. Phone 303-907-1563. Email sent 7-6-06, Called Noon, 7-6-06, left voice mail. Victim called back 2:21 p.m. left voice mail. Called her back 7-7-06 and set appointment for on-site 7-13-06.

Father/owner: David Wilson, 6040 S. Elati, Littleton, CO Cell 303-947-5220. On-site visit 5:30 p.m. 7-18-06.

Witnesses on boat: Elizabeth Wilson, Stepmother: Interviewed with father.
Jeremy Wilson, age 18, Stepbrother/son of E. Wilson. Not interviewed/present during visit.
Danny Fox-Adamson, Victim's Brother, age 16, not interviewed/present during visit.
Lindsey Bassart: Family Friend, adult, not interviewed/present during visit.

Dennis Berayer, Pueblo State park ranger. 719-251-4319, case #PUE-06-072
Attempting to get copy of report left message 7-20-06 10:15 a.m.

Parkview Medical Center, Hospital "Lisa" 719-584-4527. Attempting to contact for medical information. Family not sure of her position at hospital.

Tony Peterson, 303-338-1015, Insurance Investigator for Boat US Insurance. Claim #0602509, Policy 2602172-06. Lynn Hagee, agent, 1-800-262-8082, ext. 3962.

Attachment 1 Photographs

Photo 1 shows the deflated kite tube at the father's house.

Photo 2 shows the labeling on the kite tube.

Photo 3 shows the company phone number around the smiley face. The ball rope is on the left side of the face.

Photo 4 shows another warning label with instructions for starting out holding the ball rope.

Photo 5 is a Warning Label for kite tube rider.

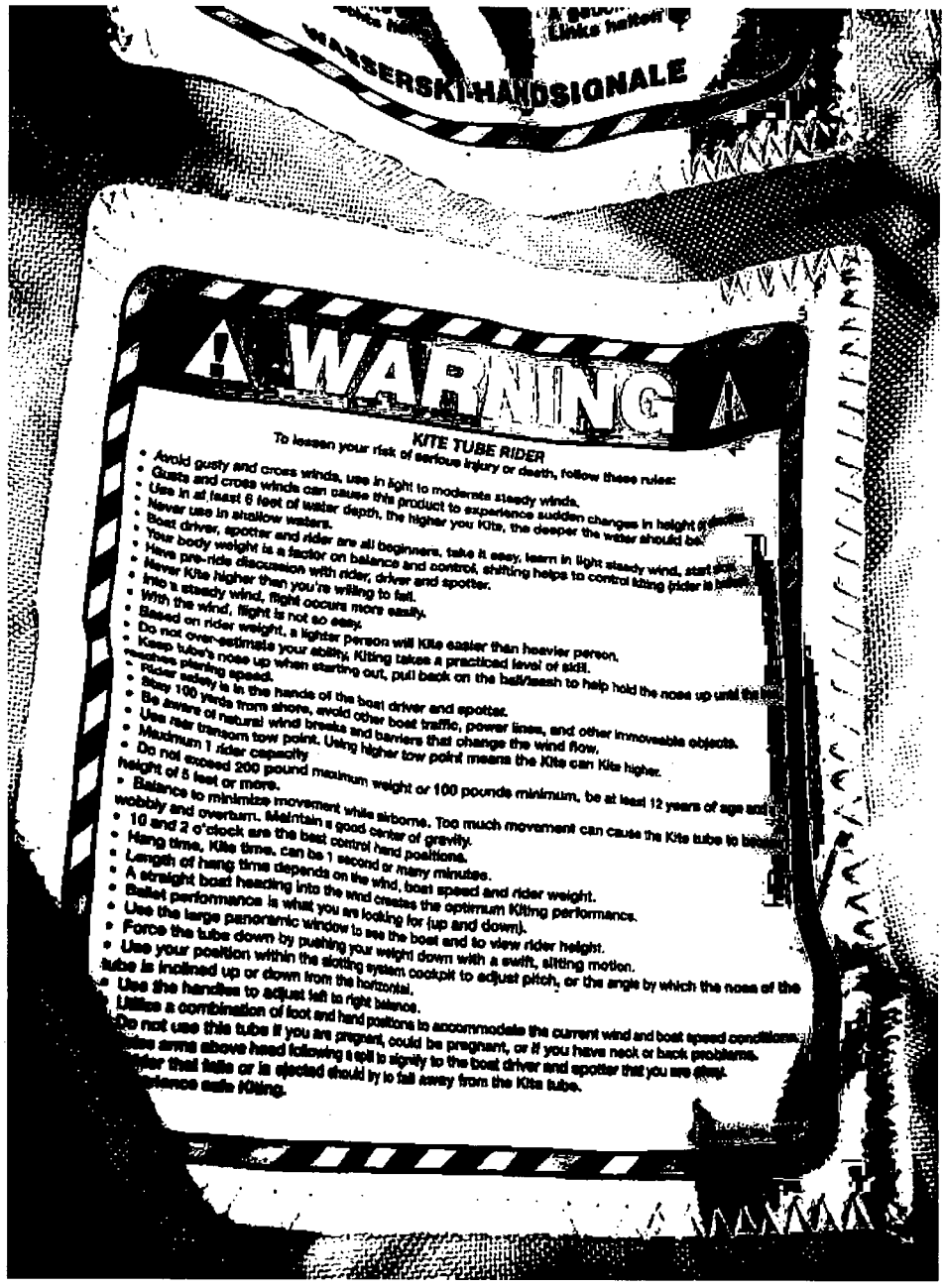


Photo 6 is another warning label and illustrations of hand signals to communicate with the boat driver.

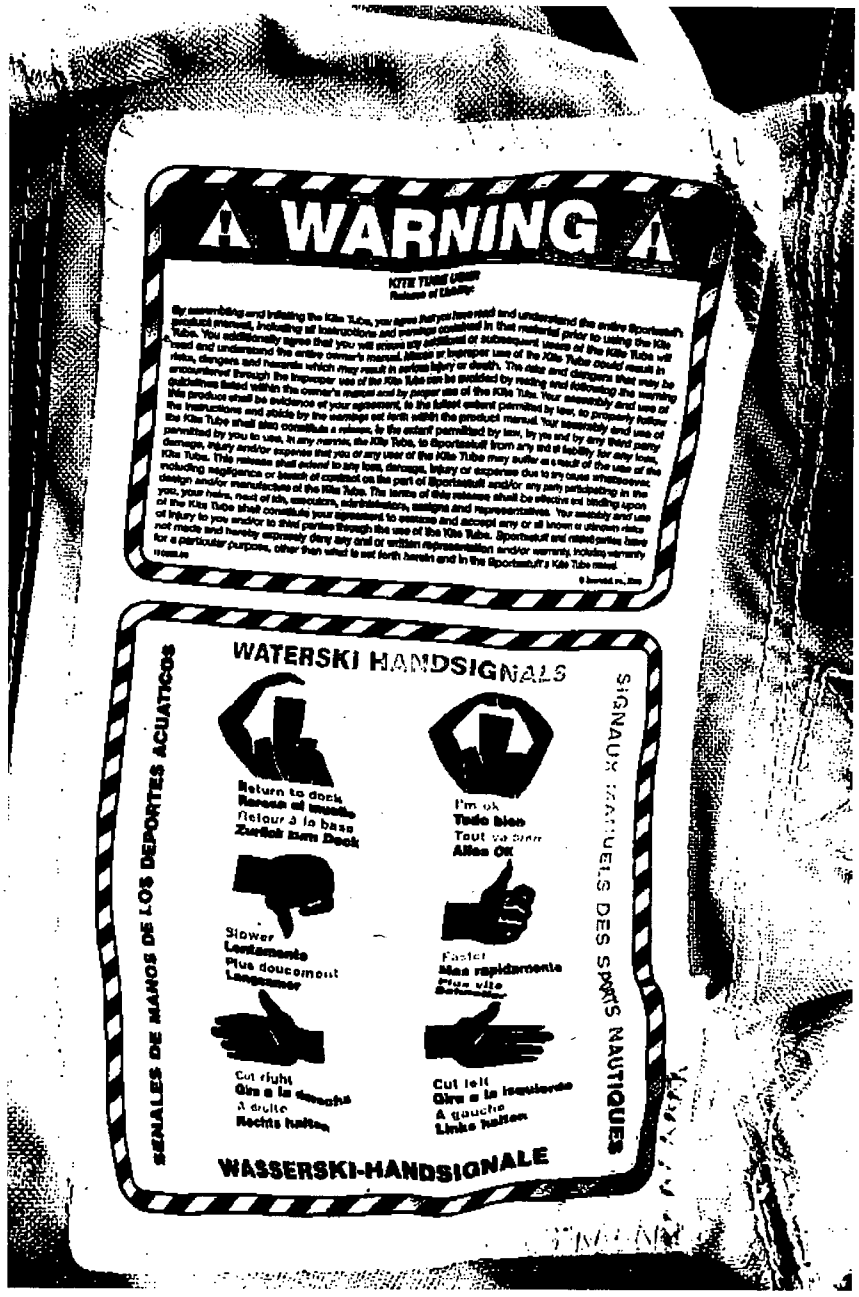


Photo 7 shows the manufacturer information from the box.

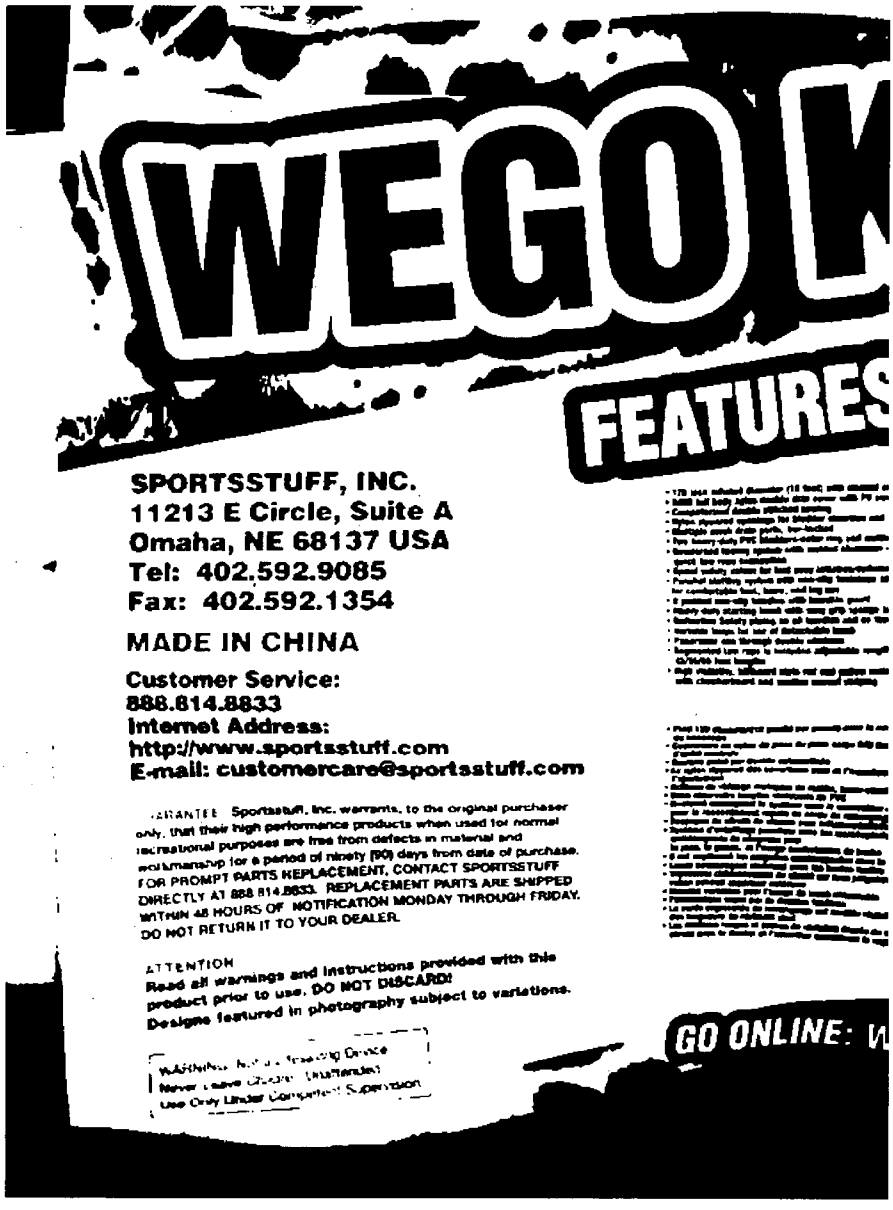
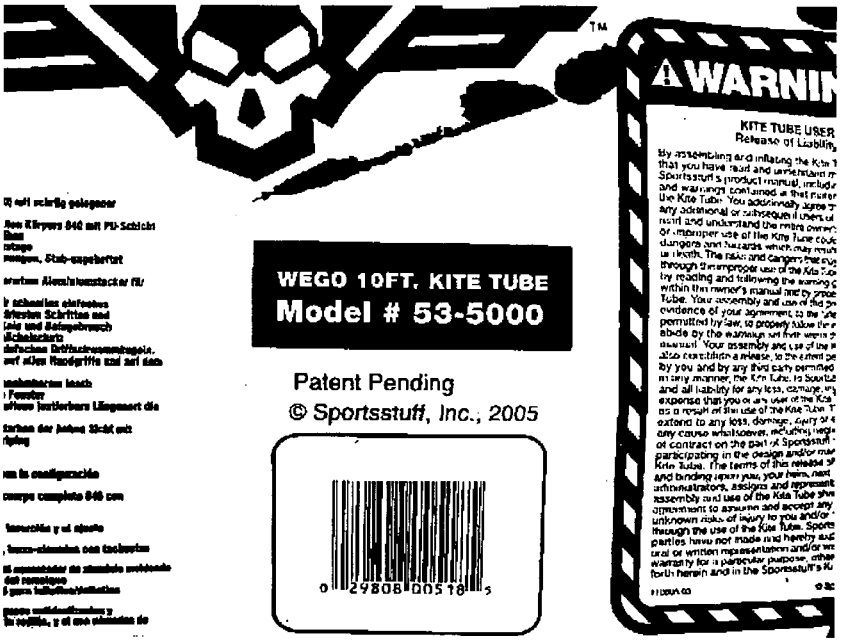


Photo 8 shows the model number and UPC from the box.

Photo 9 is another view of the box.



Photos 10 and 11 are more views of the box.

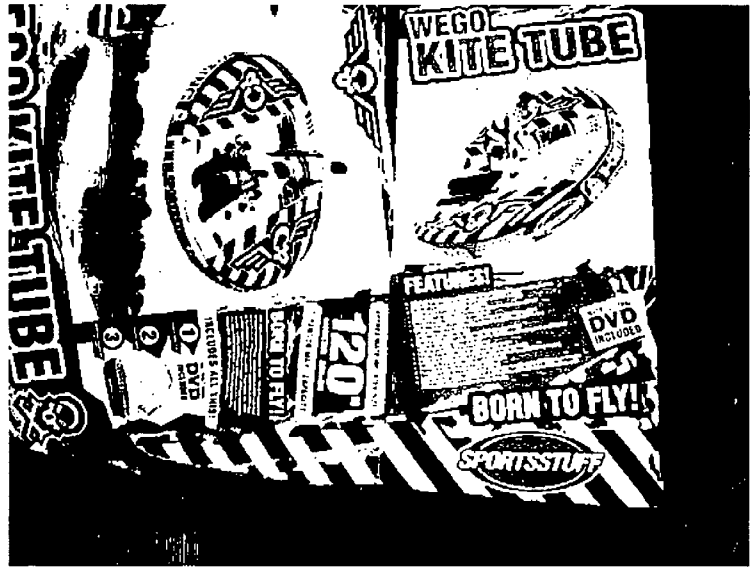


Photo 12 shows the information and accessories included with the kite tube.

Photo 13 shows the marking on the tow rope that came with the kite tube. The family was using this rope at the time of the incident. It was a 45 foot beginner rope.

Photo 14 shows the DVD instruction video that came with the kite tube.

The father and daughter said they both watched this video before using the kite tube.

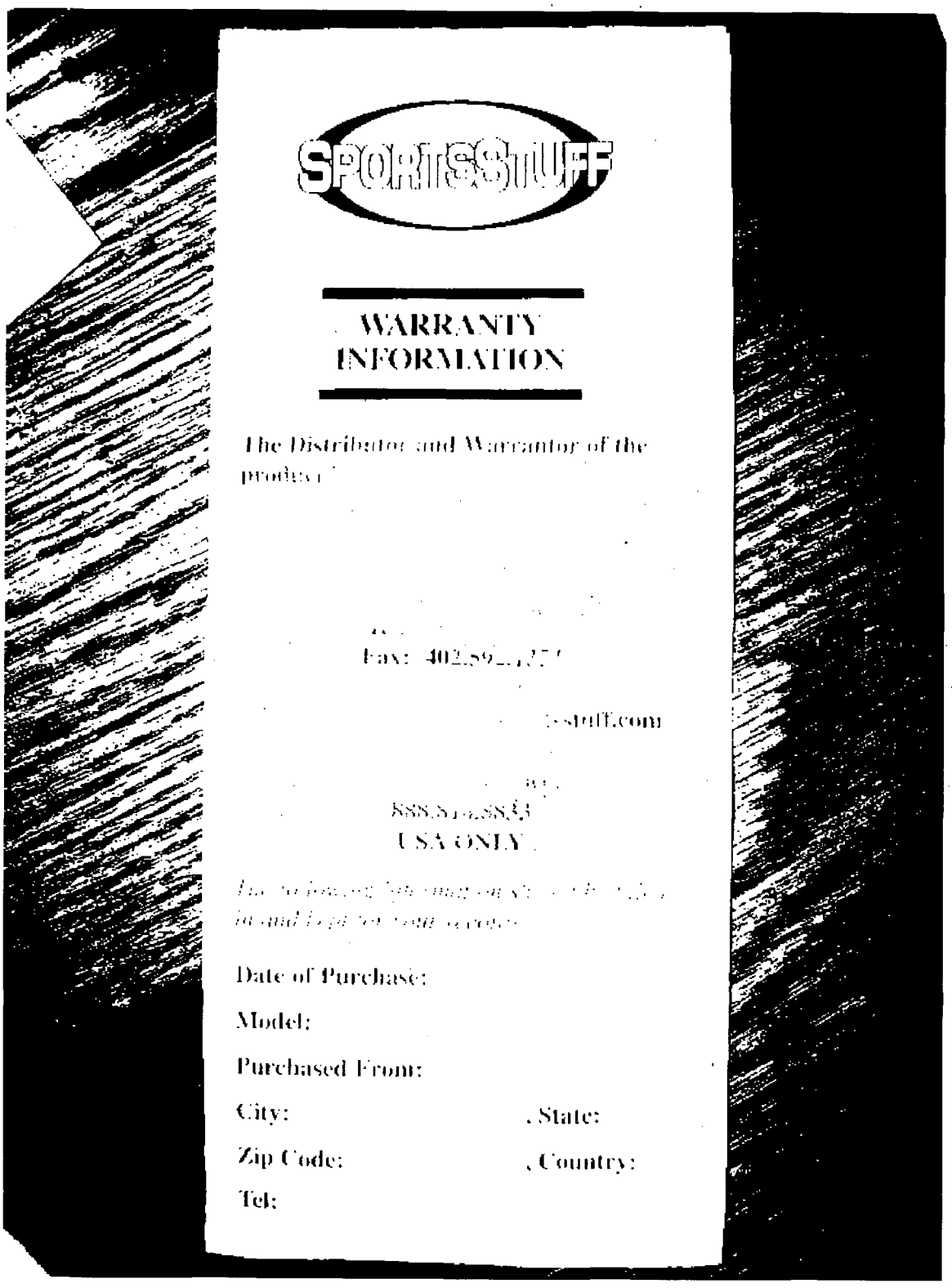


Photo 15 shows the front cover of the warranty booklet.

SPORTSSTUFF

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE [illegible]

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you, and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture

Photo 16 shows the front cover of the owner's manual.

SPORTSSTUFF

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide a [illegible] and simple riding experience for the whole family

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your sportsstuff towable.
- Not for use by children under s[illegible] years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the riders. The driver may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

Photo 17 is the front cover of the towable owner's manual.

ROCKY MOUNTAIN BOAT COMPANY

Invoice Reprint

Invoice Number
Salesperson PARTS COUNTER
Cashier PARTS COUNTER
Date

Price	Sold Now
$231.95	($231.95)
$499.95	$499.95

Subtotal	$268.00
Sales Tax	$10.45
Invoice Total	$278.45
Total Amount Due	$278.45
CREDIT CARD	$278.45

Photo 18 is the receipt for the purchase of the kite tube by exchanging the "Big Mable Tube" for credit toward "Wego Kite Tube."

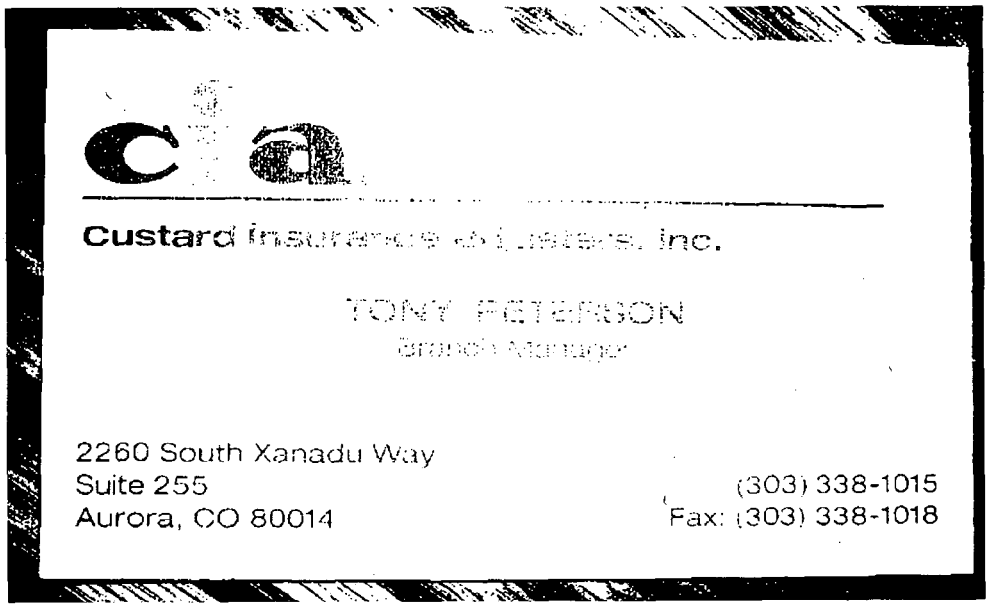


Photo 19 is the insurance investigator's card.

060705ABB36VC

U.S. CONSUMER PRODUCT SAFETY COMMISSION [redacted]

AUTHORIZATION FOR RELEASE OF NAME

Thank you for assisting us in collection information on a potential product safety problem. The Consumer Product Safety Commission depends on a concerned people to share product safety information with us. We maintain a record of this information, and use it to assist us in identifying and resolving product safety problems.

We routinely forward this information to manufacturers and private labelers to inform them of the involvement of their product in an accident situation. We also give the information to others requesting information about specific products. Manufacturers need the individual's name so that they can obtain additional information on the product or accident situation.

Would you please indicate on the bottom of this page whether you will allow us to disclose your name. If you request that your name remain confidential, we will of course, honor that request. After you have indicated you preference, please sign your name and date the document on the lines provided.

☐ You are hereby authorized to disclose my name and address with the information collected on this case.

[redacted] o remain confidential.

[redacted] 7-13-06 _____

(date)

060705HB36/6

[redacted]

APPENDIX VII-D-7 MEDICAL RECORDS DISCLOSURE FORM

U.S. CONSUMER PRODUCT SAFETY COMMISSION

AUTHORIZATION FOR MEDICAL RECORDS DISCLOSURE

This form authorizes release of information in accordance with the Health Insurance Portability and Accountability Act, 45 C.F.R. Parts 160 and 164, 5 U.S.C. 552a, and 38 U.S.C. 5701 and 7332. I understand that my disclosure of the information requested on this form is voluntary. I further understand that the Social Security Number will be used to locate records for release and if not voluntarily furnished completely and accurately, the health or medical facility will be unable to comply with the request.

TO WHOM IT M

I request and author _____ *(name of health or medical fa* ct Safety Commission all information and cop to (my case)(the case of)

Patient Nam _____

Relationship _____

Patient Soci _____

including, but not limited to, medical history, physical reports, laboratory reports and pathological slides, and X-ray reports and films.

AUTHORIZATION: I certify that this request has been made freely, voluntarily and without coercion and that the information given above is accurate and complete to the best of my knowledge. I understand that I will receive a copy of this form after I sign it. I may revoke this authorization, in writing, at any time except to the extent that action has already been taken to comply with it. Written revocation is effective upon receipt by the unit or office at the facility housing the records. Redisclosure of my medical records by those receiving the above authorized information may be accomplished without my further written authorization and my records may no longer be protected. Without my express revocation, the authorization will automatically expire: (1) upon satisfaction of the need for disclosure; (2) on _____ *(date supplied by patient)*; or (3) under the following conditions:

_____

SON AUTHORIZED TO SIGN FOR PATIENT)

_____

(WITNESS)

CPSC FORM NO 170

NEWS from CPSC

U.S. Consumer Product Safety Commission

Office of Information and Public Affairs Washington, DC 20207

FOR IMMEDIATE RELEASE
July 13, 2006
Release #06-210

Firm's Recall Hotline: (866) 831-5524
CPSC Recall Hotline: (800) 638-2772
CPSC Media Contact: (301) 504-7908

Sportsstuff Wego Kite Tubes Withdrawn from Market after Reports of Deaths and Injuries

WASHINGTON, D.C. – In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Sportsstuff, Inc., of Omaha, Nebraska is voluntarily recalling about 19,000 Wego Kite Tubes.

CPSC staff is aware of 39 injury incidents with 29 of those resulting in medical treatment. Those injuries include a broken neck, punctured lung, chest and back injuries and facial injuries. Sportsstuff has received reports of two deaths in the United States and a variety of serious injuries. Sportsstuff has been unable to determine the cause of the incidents. Nevertheless, the company has withdrawn the kite tube from the market and is undertaking this voluntary recall out of an abundance of caution.

The Sportsstuff Wego Kite Tube is a 10-foot-wide, circular, yellow inflatable watercraft designed to be towed behind a power boat. A rider in the tube becomes airborne by pulling on handles attached to the floor of the tube. Model 53-5000 is printed on the tube near the product valve. The floor of the tube has black caution warning stripes. The cover for the product bears a skull and crossbones and the statement "Never Kite higher than you are willing to fall." The tubes were imported and sold through marine distributors, mail order catalogs, and various retailers from approximately October 1, 2005 to July 11, 2006 for about $500 to $600.

Consumers should immediately stop using the kite tubes and contact Sportsstuff at (866) 831-5524 between 8 a.m. and 5 p.m. CST Monday through Friday to learn how to obtain free replacement products. Consumers can also visit the firm's Web site at www.sportsstuff.com for more information.

Send the link for this page to a friend! The U.S. Consumer Product Safety Commission is charged with protecting the public from unreasonable risks of serious injury or death from more than 15,000 types of consumer products under the agency's jurisdiction. Deaths, injuries and property damage from consumer product incidents cost the nation more than $700 billion annually. The CPSC is committed to protecting consumers and families from products that pose a fire, electrical, chemical, or mechanical hazard or can injure children. The CPSC's work to ensure the safety of consumer products - such as toys, cribs, power tools, cigarette lighters, and household chemicals - contributed significantly to the 30 percent decline in the rate of deaths and injuries associated with consumer products over the past 30 years.

To report a dangerous product or a product-related injury, call CPSC's hotline at (800) 638-2772 or CPSC's teletypewriter at (800) 638-8270, or visit CPSC's web site at www.cpsc.gov/talk.html. To join a CPSC email subscription list, please go to www.cpsc.gov/cpsclist.asp. Consumers can obtain this release and recall information at CPSC's Web site at www.cpsc.gov.

Task No.: 060705HBB3646

STATUS OF MISSING DOCUMENT

The purpose of this record is to notify the reader that the following document(s), which is/are missing from this report, will not be collected.

1. Park Ranger Report
2. Medical Records
3. _____

The investigator indicates in the report that he/she requested a copy of the above listed document(s), but the document(s) was/were not yet available when the investigation report was completed. The investigator intended to forward the document(s) for attachment to this report when the requested material was obtained.

The investigator has made numerous attempts, since the original request, to collect a copy of the requested document(s) but has not been successful. Because of the problems associated with the collection of this material and our limited investigation resources, no additional efforts will be made to collect the missing document(s).

We apologize for any inconvenience the missing data may cause you.

Date: July 20, 2006 Investigator No.: 8999

Regional Office: _____ Supervisor No.: _____

FIELD ACTIVITY COVERSHEET

1. REGION/STATE	2. OPERATION (Check One)	3. DATE
FOWR/Denver	☐ Inspection ☐ Telephone Contact ☐ Other addendum to IDI ☐ Establishment Visit ☐ Investigation	Sep 22, 2006
		4. NUMBER (For RO Use) 060705HB3646

5. ESTABLISHMENT
Name :
Address:
City : State: Zip: Telephone:

6. RELATED FIRM ☐ Parent ☐ Headquarters ☐ Subsidiary ☐ Other
Name: City: State:

7. PRODUCTS COVERED	8. OTHER CONSUMER PRODUCTS

9. ESTABLISHMENT TYPE	10. ANNUAL PRODUCTION
☐ Manufacturer ☐ Importer ☐ Wholesaler ☐ Own Label Distributor ☐ Retailer ☐ Repackager ☐ Other:	Product Covered Units: Other Products Units:

11. I.S. BUSINESS	12. SAMPLES COLLECTED	13. MIS CODE	14. HOURS
% Received % Shipped		12165	Activity 1 Travel 0

15. REASON FOR ACTIVITY (Assignment Reference)

16. ANNOUNCED ☐ Rationale for Announced Inspection
UNANNOUNCED ☐

17. EMPLOYEE'S NAME	TITLE	SIGNATURE
Teresa Bloxham, #8999	Inv.	

18. ☐ ENDORSEMENT ☐ REMARKS ☐ SUMMARY ☐ OTHER [ ]

Attached is a copy of the State Parks incident report for this incident.

Please attach to the original IDI 060705HBB3646.

19. REVIEWER'S NAME	TITLE	SIGNATURE
	Supv. Inv	

20. REVIEW DATE	21. DISTRIBUTION

CPSC FORM NO. 167 (REV. 8/86)

060705HB33646

STATE OF COLORADO INCIDENT REPORT

Reporting Agency:	Incident Report No.:
DPOR-PUE	PUE-06-072

Location:	Geo-Code:	Connecting Citation(s):
MID LAKE	02	

Date Occured:	Time Occured:	Date Reported:	Time Reported:
6/10/2006	4:40 PM	6/10/2006	4:40 PM

Incident Type: **Referral:**

[redacted]

Bus. Address: **Bus. City:** **Bus. State:** **Bus. Zip:**

[redacted]

Bus. Address: **Bus. City:** **Bus. State:** **Bus. Zip:**

Vehicle Section:

Vessel Section:

Year:	Make:	Model:	Style:	Color (Top/Bottom):
2006	REGAL	2200		WHITE/RED

Vessel Type:	Propulsion Type:	Hull. Mat.:	Fuel:
OPEN MOTOR BOAT			

[redacted]

RECEIVED JUL 26 2006

Snowmobile Section:

Off Highway Vehicle Section:

Evidence Section:

Property Section:

Narrative: On June 10, 2006 I, Officer McBrayer, was on boat patrol with Officer Mount at Lake Pueblo State Park in Pueblo County, Colorado. At approximately 4:40 PM I received a radio call from Pueblo Sheriff's Office Dispatch that a female had been injured on a boat at the North Shore Marina. We arrived at the North Shore Marina no-wake buoy line and were waved down by a boater. The boater knew where the injured party was. We followed the boat and found the victim between Peck Creek Cove and Kettle Creek Cove on a 2006 Regal, CL5964GA.

The victim, later identified as [redacted], was lying on the boat's stern swim platform. She was being held and stabilized by the boat's occupants. She was in extreme pain. I was informed that she had a leg or hip injury. I contacted Officer King and Officer Nelson, an EMT, and told them to meet us at the west end of Hobie Cat. We arrived [redacted] Hospital by AMR.

[redacted] OB: 02-09-53) was operating the boat at the time of the accident. M[redacted] told me that the boat was pulling a kite tube. Virginia, his daughter, was riding the tube. He said the tube left the water, as it is designed to do, and rose into the air approximately 10 feet. The tube then turned nose down and hit the water. He estimated the speed of the boat at approximately 20 mph. He said he thought that Virginia's leg was caught in the tube and was twisted upon impact.

[redacted] plintered and fractured her right femur. No citations were issued.

Reporting Party Signature: I affirm this information is true and correct.				ParkArea: Lake Pueblo State Park
Officer No.:	**Last Name:**	**Officer Signature:**	**Supervisor No.:**	**Assigned To Officer:**
609	MCBRAYER		586	609

Doc No: I0670011A **Issue: 40** **07/05/2006**

07/02/2006 13:49:14

Name [redacted]
Addre
City
State
Zip =
Email
Telep
Name
Victim
Victim
Victim
Victim's Zip =
Victim's Telephone =

Incident Description: I was riding a wego kite tube when it suddenly and violently nose dived into the water. The result was a splintered femur and I was in
the hospital for 9 days

Victim's age at time of incident = 26
Victim's sex = Female
Date of incident = 06-11-06
Product involved = wego kite tube
Product brand name/manufacturer = sportstuff
Manufacturer street address =
Place where manufactured (City and State or Country) =
Product involved still available = Yes
Product model and serial number, manufacture date =
Date product purchased = may 06
Name Release = Release name to the manufacturer and public

1. Task Number	2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060707CWE5439	9011	

3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY
840	2006 05 29	2006 07 05

6. Synopsis of Accident or Complaint UPC

A 38 year old man was killed when the inflatable kite tube he was riding on hit another boat.

MERIT/PRV LBR NOTIFIED 9/6/06
COMMENTS: ___YES ✓NO
___OVERRULED: ___ATTACHED
✓EXCISIONS/FOIA Exm. 2Sc
___Revisions
✓DO NOT RE-NOTIFY ___RE-NOTIFY

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	GORMAN	CA

10A. First Product	10B. Trade/Brand Name	10C. Model Number
3200 - Water Tubing (activity, Appa	SPORTSSTUFF/WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF
11213 E. Circle #A
Omaha, NE

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
	UNKNOWN	UNKNOWN

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
38	1 - Male	8 - Death	62 - IOI

16. Body Part(s) Involved	17. Respondent	18. Type of Investigation	19. Time Spent (Operational I Travel)
75 head	3 - 2nd Hand Info Only	1 - On-Site	1

20. Attachment(s)	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	05 - Newspaper	

23. Permission to Disclose Name (Non NEISS Cases Only)

○ Yes ● No ○ Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
07/06/2006	9035	Frank J. Nava

27. Distribution	28. Source Document Number
Topka, Tanya L.	N0670003A

This investigation was initiated by a news clip involving the drowning death of a man riding on an inner tube being pulled behind a boat at Pyramid Lake, California. All information in this report was obtained from the Sheriff's Dept. This incident involved a fatality. (Source Document N0670003A).

On 6/22/06 I met with the Los Angeles County Sheriff's Dept. at Pyramid Lake, Gorman, California. Pyramid Lake is located in a remote area, next to Interstate 5 (take Smokey Bear exit), between the town of Gorman and Valencia, in Los Angeles County, CA. It offers boating, fishing, and picnicking.

The victim was 38 year old man, of unknown medical or physical conditions. Per the sheriff's report, the victim's wife stated that this was the first time her husband had been on the kite tube. They had been on the boat since 11:00 that morning. The victim's wife stated that the victim had not been drinking. It is also unknown if the victim had any other experience with inner tubes or rafts or if he had any medical conditions. It is unknown how long the victim had been towed behind the boat before the accident. It is unknown if the victim was wearing any life of life jacket or vest.

The driver of the boat pulling the kite raft stated that this was his first time pulling this type of tube. He stated to the sheriff that he had about 20 years of boating experience.

The driver of the boat that had been towing the victim and all witnesses to the accident would not speak to this investigator due to the pending criminal charges being filed against the boat driver.

On 5/29/06, at approximately 11:40 am, the victim was being pulled behind a boat as he rode on top of an inflatable kite raft. The weather was clear, the water calm, wind was at 7-14 mph, visibility good and the air temperature was 70 degrees and the water temperature was 67 degrees. The boat and kite raft were in one of the numerous finger type coves at the lake called Brazos Cove. This cove runs North/South and is approximately 350 yards wide for most of the cove. The victim was heading northbound being towed behind a 20 foot open bow motor boat. The victim was laying flat on the raft, holding onto the two handles attached to the top of the raft.

The driver of the boat stated he was going about 20 MPH and was watching the victim riding on the kite raft. The kite raft was bouncing 3-4 feet into the air and was going side to side over his trailing wake. The driver stated that he was looking back and to the front and was not maintaining a constant watch forward. The length of the tow rope was 63 feet in length.

It was at this time when another motor boat was heading southbound towards the victim. The driver of the victim's boat stated the next thing he saw off to this port (left side) was the other boat heading southbound. He stated that he was so close that he had to alter his course or collide with the other boat. The driver made a right turn and looked back at the victim who came across his trailing wake, bouncing into the air and then strike the bow of the other boat. The driver of the second boat realized the closing distance the victim and his boat were making on them and he felt his best course was to go into neutral and hope the victim on the tube would miss his boat.

The driver pulling the victim then stated the next thing he saw was the tube explode and come over the bow area of the other boat. The victim was in the water, unknown injuries, and someone was helping him. The driver of the boat placed the victim in his boat and took him to the main boat launch ramp for help.

The victim was air lifted to a trauma hospital in Mission Hills, California. He was treated by the emergency room doctor and was pronounced dead at 1240 hours.

The deputy stated witnesses told him that the raft was skimming across the water, bouncing 3 to 4 feet high, and that it was not up in the air.

The operator of the boat pulling the victim was subsequently arrested and is being charged for 191.5 Penal Code Manslaughter and 665 (e) operation of a vessel while under the influence of alcohol causing death to another.

SAMPLE COLLECTION:

None

PRODUCT EXAMINATION:

None. Product was not available. The inflatable kite raft is being held in the evidence locker at the Los Angeles County Sheriff's Department, 23740 Magic Mountain Parkway, Valencia, CA.

PRODUCT INDENTIFICATION #1:
(This information was obtained from the photograph the Los Angeles County Sheriff's Dept. took of the incident raft right after the accident.

Obtained from the Manufacturer website: www.sportsstuff.com

Product Type: Kite tube
Brand: Wego Kite Tube
Model Number: 53-5000
Manufacturer: Sportsstuff Inc.
Retailer: Unknown
Suggested Retail Price: $599.95 (Manufacturer website)

Features:

- 120 inch inflated diameter (10 foot) with slanted saucer configuration
- 840D full body nylon double skin cover with PU coating
- Computerized double stitched sewing
- Nylon zippered openings for bladder insertion and adjustment
- Multiple mesh drain ports, bar-tacked
- Two heavy-duty PVC bladders-outer ring and slotting cockpit
- Reinforced towing system with molded aluminum connector
- Speed safety valves for fast easy inflation and deflation

- Parallel slotting system with non-slip footsteps and neoprene padding
- 8 padded, non-slip handles with knuckle guard
- Heavy-duty starting leash with easy grip sponge balls
- Reflective Safety piping on all handles and on the outside top taping
- Variable loops for detachable leash use
- Panoramic see through double windows
- Adjustable length style 45-55-65 foot segmented tow rope
- High visibility, billboard style, red and yellow

Manufacturer: Sportsstuff Incorporated
11213 E. Circle #A, Omaha, NE 68137
Telephone: (402) 592-9085
Fax: (402) 592-1354
Website: www.sportsstuff.com

PRODUCT STANDARDS:

Unknown standards.

PRODUCT IDENTIFICATION #2:

Product Type:	Tow rope
Brand:	Unknown
Model Number:	Unknown
Manufacturer:	Unknown
Retailer:	Unknown

CONTACTS:	PURPOSE & RESULTS
Sheriff's Dept.:	Obtained incident scenario information

ATTACHMENTS:

Exhibit #1	Respondent Identifiers
Exhibit #2	Photograph
Exhibit #3	Sheriff's Department Vessel Accident Report
Exhibit #4	Manufacturer Website
Exhibit #5	Product Manual
Exhibit #6	Product Towable Owner's Manual
Exhibit #7	Manufacturer Website Registration Domain
Exhibit #8	Missing Document Form

IDI #060707CWE5439
Exhibit #1

RESPONDENT IDENTIFIERS:

Victim: [redacted]

Driver #1:
Towing victim [redacted]

Drive #2:
Boat Victim hit [redacted]

Police Report: Los Angeles County Sheriff's Dept.
23740 Magic Mountain Parkway, Valencia, CA 91355

Lake Property: Pyramid Lake (Los Angeles County) California
Deputy: Hardy
Telephone: 661-255-1121

060707CWE5439

Exhibit #2 – 1 Photograph

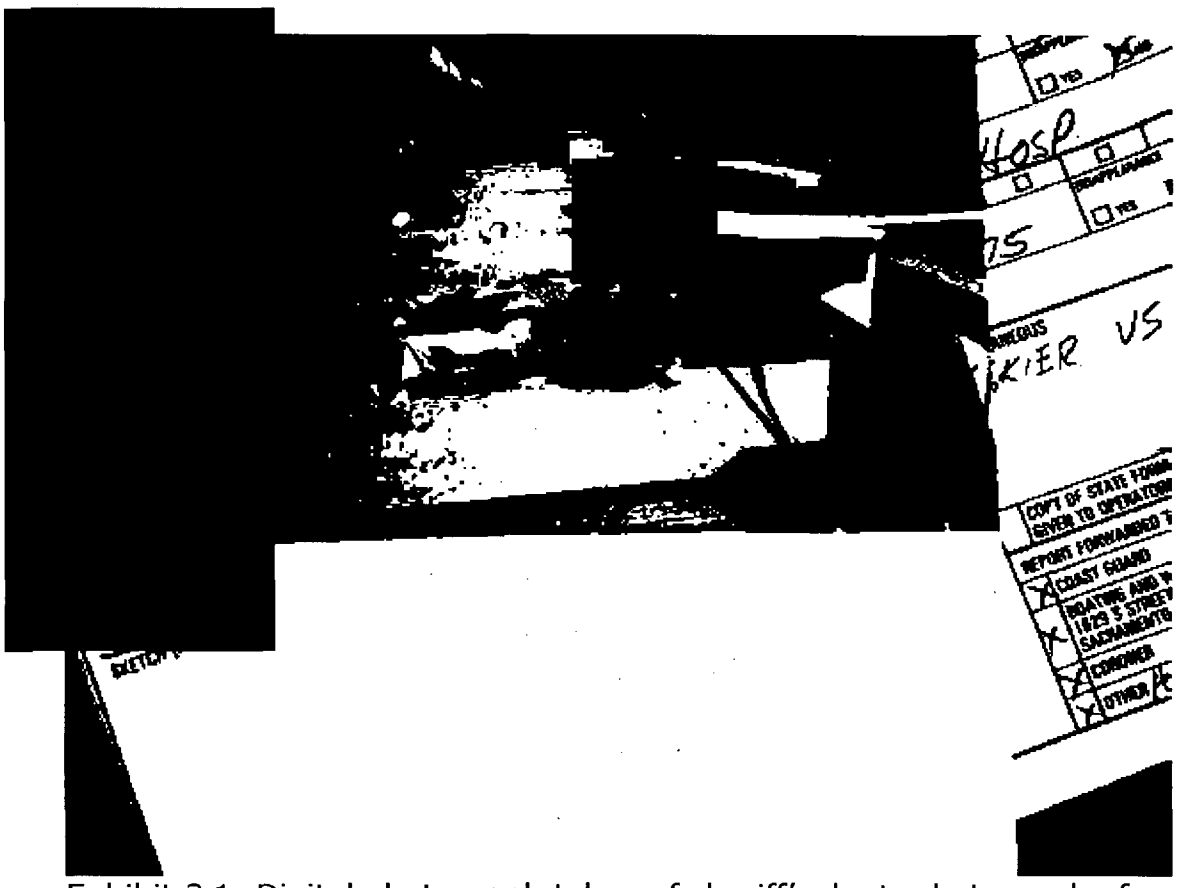


Exhibit 2.1 Digital photograph taken of sheriff's dept. photograph of the inflatable raft involved in the collision where the rider was killed. The original sheriff's photograph was taken on the dock at Pyramid Lake, after the accident. Photograph identifies the raft involved in the incident as a Sportsstuff Wego Kite tube.

NOT FOR PRESS BOARD

VESSEL ACCIDENT REPORT CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

SPECIAL CONDITIONS: FATAL B.U.I.	NO INJURED: 0	AGENCY: LASD	JUDICIAL DISTRICT: NEWHALL	NUMBER: 006-08839-0692-251
	NO KILLED: 1	CITY: GORMAN	COUNTY: LOS ANGELES	BEAT: 0692

LOCATION	ACCIDENT OCCURRED ON: PYRAMID LAKE	MONTH: 05	DAY: 29	YEAR: 06	TIME (2400): 1140	DBW NUMBER:	OFFICER ID: 173091
	NEAREST LANDMARK (NAVIGATION AID): 500 FEET/~~MILES~~ WEST OF VAQUERO BEACH BRAZOS COVE				INVESTIGATED BY: HARDY	PHONE: (661) 255-1121

PARTY 1 [redacted]

OPERATOR ☒	[redacted]	BIRTHDATE: 10-06-59	SEX: M	RACE: W	CITY: LAWNDALE	STATE: CA	ZIP: 90260 [redacted]
SWIMMER ☐	VESSEL YEAR: 88	MAKE/MODEL/LENGTH: COMMANDER, 20', OPEN BOW	VESSEL NUMBER: CF4877JS	VESSEL NAME: "GALVANIZED"	VIOLATION CHARGED: 191.5 P.C.	
MOORED VESSEL ☐	HULL IDENTIFICATION NUMBER: [redacted] ☐ NONE	HORSEPOWER: 250	INSURANCE: ☐ YES ☒ NO	OWNERS NAME: [redacted]		
OTHER ☐	DIRECTION OF TRAVEL: N/B	ON WATERWAY: PYRAMID LAKE	POB: 5	[redacted]		
	ESTIMATED SPEED: 20+	DISPOSITION OF VESSEL: ☒ BY OPERATOR	ON ORDERS OF: —	☐ MINOR ☐ MOD ☐ MAJOR ☐ TOTAL	LOCATION EST $: NONE	

PARTY 2 [redacted]

OPERATOR ☒	[redacted]	BIRTHDATE: 12-11-69	SEX: M	RACE: W	CITY: RANCHO CUCAMONGA	STATE: CA	ZIP: 91730 [redacted]
SWIMMER ☐	VESSEL YEAR: 94	MAKE/MODEL/LENGTH: OBSESSION, I/B, 25'	VESSEL NUMBER: WS 2516 DV	VESSEL NAME: —	VIOLATION CHARGED: —	
MOORED VESSEL ☐	HULL IDENTIFICATION NUMBER: [redacted] ☐ NONE	HORSEPOWER: 400	INSURANCE: ☐ YES ☒ NO	OWNERS NAME: [redacted]		
OTHER ☐	DIRECTION OF TRAVEL: S/B	ON WATERWAY: PYRAMID LAKE	POB: 5	[redacted]		
	ESTIMATED SPEED:	DISPOSITION OF VESSEL: ☒ BY OPERATOR	ON ORDERS OF: —	☒ MINOR ☐ MOD ☐ MAJOR ☐ TOTAL	LOCATION EST $: BOW AREA	

PROPERTY

DESCRIPTION OF DAMAGE:

OWNERS NAME	ADDRESS	ZIP	PHONE	NOTIFIED
			( )	☐ YES ☐ NO

WITNESS / DISAPPEARANCE

WITNESS ONLY	AGE	SEX	EXTENT OF INJURY: FATAL	SEVERE WOUND	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	INJURED WAS: OPERATOR	PASS	SKIER	SWIMMER	OTHER	IN VESSEL NUMBER
☐	38	M	☒	☐	☐	☐	☐	☐	☒	☐	☐	1
[redacted]						PHONE: [redacted]			DISAPPEARANCE: ☐ YES ☒ NO			
				90670 ZIP SANTA FE SPRINGS		HOLYCROSS HOSP.						
☒ (INJURED)	32	M	☐	☐	☐	☐	☐	☐	☐	☐	☐	
[redacted]						PHONE: [redacted]			DISAPPEARANCE: ☐ YES ☒ NO			
				ZIP A. 90066		—						

SKETCH [redacted]

SEE ATTACHED

INDICATE TRUE NORTH

MISCELLANEOUS

SKIER VS BOAT

COPY OF STATE FORM A-1 GIVEN TO OPERATOR(S)

REPORT FORWARDED TO:

- ☒ COAST GUARD
- ☒ BOATING AND WATERWAYS, 1629 S STREET, SACRAMENTO, CA 95814-7291
- ☒ CORONER
- ☒ OTHER HOMICIDE, PYRAMID LAKE

JUN 03 2006

M.M. # 69481

DBW FORM VAR-1 (REV. 1/89)

IC FAXED TO HOMICIDE & CORONER

GRD GRD

2
PAGE

05-27-06 — DATE OF ACCIDENT (Mo., Day, Yr.)
1140 — TIME (2400)

173091 — OFFICER ID
006-08839-0692251 — NUMBER

PRIMARY ACCIDENT FACTOR

X	SECTION VIOLATION
X	OTHER IMPROPER OPERATION*
	OTHER THAN OPERATOR*
	UNKNOWN*

TYPE OF ACCIDENT

	SIDEWIPE		BROADSIDE
	GROUNDING		CAPSIZING
	FLOODING		SINKING
	FIRE / EXPLOSION		FALLS OVERBD
X	PERSONS STRUCK		BURNS
X	HIT OBJECT FIXED / FLOATING		
	OTHER*		

VESSEL INVOLVED WITH

	OTHER VESSEL(S)	X	SKIER
	SWIMMER		FIXED OBJECT
	OTHER OBJECT		NONCOLLISION
	OTHER		

WEATHER

X	CLEAR		CLOUDY
	FOG		RAIN
	SNOW		HAZY

WATER CONDITIONS

X	CALM		CHOPPY
	ROUGH		VERY ROUGH
	STRONG CURRENT		

WIND

	NONE		LIGHT (0-6 mph)
X	MODERATE (7-14 mph)		STRONG (15-25 mph)
	STORM (25 mph & over)		

TIDE

	EBB		FLOOD
	SLACK WATER (Stand)	X	NOT APPLICABLE

TEMPERATURE ESTIMATE

AIR 79 °F WATER 67 °F

LIGHTING

X	DAYLIGHT		DUSK-DAWN
	DARK		ARTIFICAL LIGHT

VISIBILITY

X	GOOD		FAIR
	POOR		

PERSONAL FLOTATION DEVICES

Was vessel adequately equipped with Coast Guard approved PFDs? [X] Y [ ] N
Were they accessable? [X] Y [ ] N
Were they used? [X] Y [ ] N

FIRE EXTINGUISHERS

Was the approved type fire fighting equipment aboard? [X] Y [ ] N
Were they used? [ ] Y* [X] N

1	2	OTHER ASSOCIATED FACTORS**
		WEATHER
X		IMPROPER LOOKOUT*
		UNFAMILIAR WITH WATER
		LOADING*
		VESSEL EQUIPMENT*
		VISION OBSCUREMENTS*
		WATER CONDITIONS
		SPEED
		NOT LEGALLY EQUIPPED*
		OPERATOR INEXPERIENCE*
X		OTHER*

SOBRIETY / DRUG

	X	HAD NOT BEEN DRINKING
		HBD NOT UNDER INFLUENCE
X		HBD UNDER INFLUENCE
		HBD IMPAIRMENT UNKNOWN
		UNDER DRUG INFLUENCE
		OTHER PHYSICAL IMPAIRMENT
		IMPAIRMENT UNKNOWN
		NOT APPLICABLE

MOVMENT PRECEEDING ACCIDENT

	X	CRUISING
		MANEUVERING
		WATER SKIING
X		TOWING / BEING TOWED
		DRIFTING
		AT ANCHOR
		TIED TO DOCK
		FUELING
		FISHING
		RACING
		OTHER

1	2	VESSEL TYPE
X	X	OPEN MOTORBOAT
		CABIN MOTORBOAT
		RAFT
		SAIL
		AUXILIARY SAIL
		ROW BOAT, KAYAK, CANOE
		PERSONAL WATER CRAFT
		HOUSEBOAT
		RENTAL
		OTHER*

PROPULSION

		OUTBOARD
		INBOARD
X	X	INBOARD / OUTBOARD
		SAIL / SAIL AND AUXILIARY
		PADDLE (Hand propelled)
		JET DRIVE
		OTHER*

KIND OF FUEL

X	X	GASOLINE
		DIESEL
		OTHER

HULL MATERIAL

		WOOD
		ALUMINUM
		STEEL
X	X	FIBERGLASS / PLASTIC
		OTHER

* Explain in Accident Narrative
** Check all that apply

ACCIDENT NARRATIVE

EVIDENCE:
EV 1-1 - SPORTS STUFF - KITE TUB RED/YELLOW SAUCER SHAPE

EV-2-1 EVN CONTAINING SEVERAL PHOTOS OF KITE TUB ALL EVD BOOKED BY DEP FERRONE # 292930 B-107 - P. 138

PASSENGERS/WITNESS CONTINUED V-1 BOAT

WIT#2 [redacted]

WIT#3 [redacted]

INVESTIGATED BY (Name, Rank)	ID NUMBER	INVESTIGATED BY (Name, Rank)	ID NUMBER	REVIEWED BY
P. HARDY	173091			Sgt. Nagler #176250

VESSEL ACCIDENT REPORT

California Department of Boating and Waterways

SUPPLEMENTAL / NARRATIVE (check one)

- [x] Narrative Continuation Vessel Accident Report
- [ ] Supplemental Vessel Accident Report
- [ ] Other

DATE OF ORIG. INCIDENT (Mo, Day, Yr)	TIME (2400)	DBW NUMBER	OFFICER ID	NUMBER	PAGE
05-29-06	1140		173091	08859	4

LOCATION / SUBJECT	CITATION NUMBER
	BEAT
CITY / COUNTY	AGENCY

FACTS:

RESPONDED TO THE MAIN LAUNCH RAMP AT PYRAMID LAKE RE: MAJOR INJURY BOATING ACCIDENT. CONTACTED ALL PARTIES AND VESSELS AT RAMP.

SCENE: PYRAMID LAKE HAS NUMEROUS FINGER TYPE COVES. BRAZOS COVE RUNS NORTH/SOUTH AND IS APPROXIMATELY 350 YARDS WIDE FOR MOST OF THE COVE. V-1 WAS HEADING N/B TOWING A TUBE WITH THE VICT RIDING ON IT. V-1 MADE A RIGHT TURN CAUSING THE VICT TO BE WHIPPED INTO THE BOW OF V-2 WHO WAS S/B OUT OF THE COVE CAUSING VICT [redacted] DEATH

VESSEL #1 IS A 1988 COMMANDER 20' PINK/GRAY IN COLOR INBOARD CF 4877JS, AND WAS BEING OPERATED BY P-1 JOHN GALVAN AT THE TIME OF THE COLLISION. THE STEERING AND THROTTLE CONTROLS WERE CHECKED AND FOUND TO BE WORKING PROPERLY.

VESSEL #2 IS A 1994 OBESSION WITH A SPLIT PONTOON TYPE HULL WS2516DV 25', WHT/GRN IN COLOR; INBOARD AND WAS BEING OPERATED BY P-2 KIRSCHNER AT THE TIME OF THE COLLISION. THE STEERING AND THROTTLE CONTROLS WERE CHECKED AND FOUND TO BE WORKING PROPERLY.

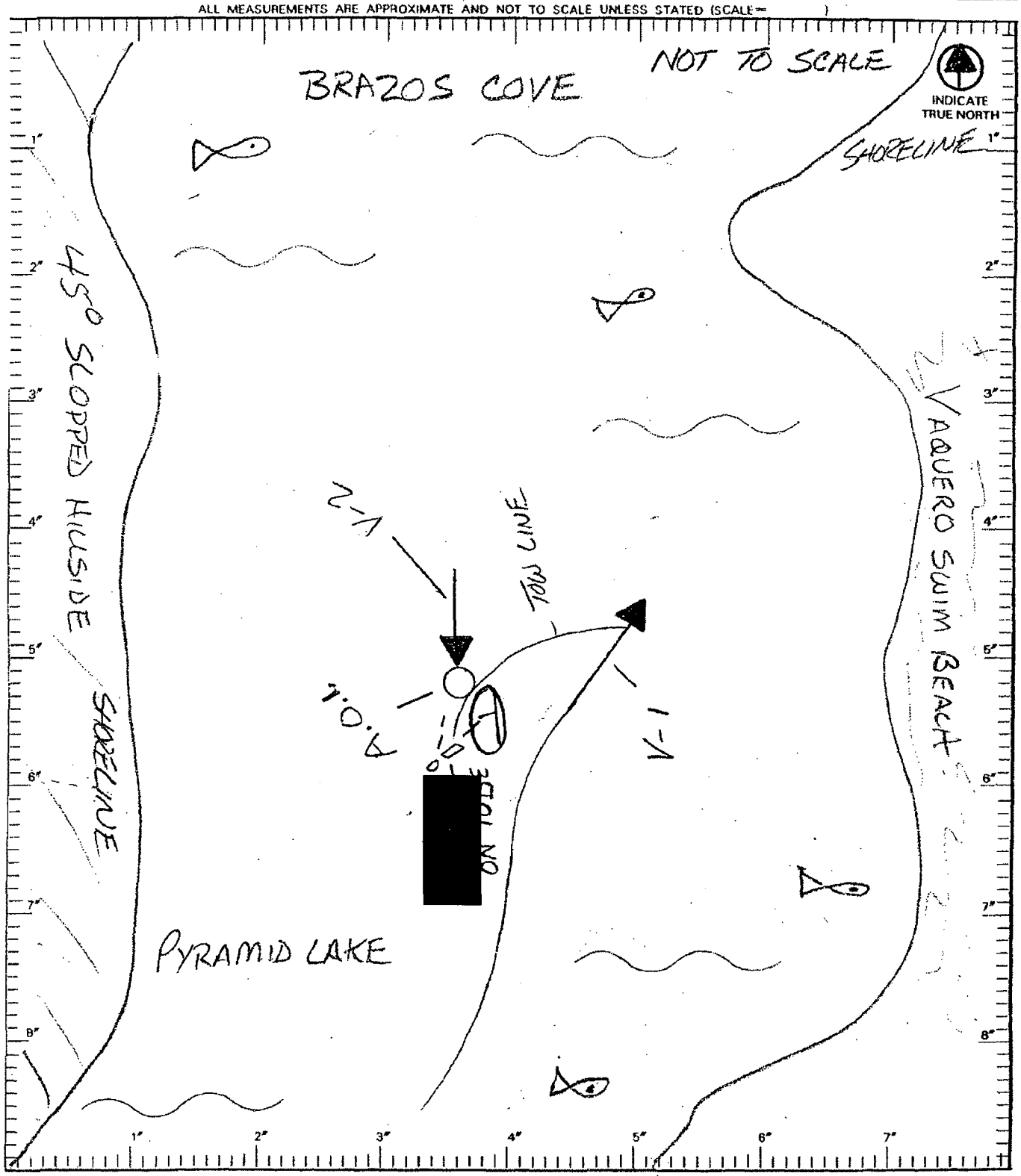
PREPARED BY (Name / Rank) P. HARDY	REVIEWED BY (Name / Rank) Sgt. Nagler #176250
DATE (Mo, Day, Yr) 5-29-06 ID NUMBER 173091	DATE (Mo, Day, Yr) 05-30-06 ID NUMBER

DBW FORM VAR-2 REV. 4/92

FACTUAL DIAGRAM—NARRATIVE CONTINUATION

DATE OF ACCIDENT	TIME (2400)	DBW NUMBER	OFFICER ID	NUMBER	PAGE
MO 05 DAY 29 YR 06	1140		12391	006-08839-0692-251	3

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



VESSEL ACCIDENT REPORT CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
☒ Narrative Continuation Vessel Accident Report	05/29/06	1140	006-08839-	
☐ Supplemental Vessel Accident Report	LOCATION			BEAT
☐ Other	CITY	COUNTY		AGENCY

INJURIES: VICT [redacted] WHO WAS BEING TOWED BY V-1 AND STRUCK V-2 BOW AREA WAS AIRVAC OUT BY LACO FIRE AIR SQ-19 TO HOLYCROSS HOSP FOR MAJOR HEAD TRAUMA. UPON HIS ARRIVAL HE WAS TREATED BY E.R. DOCTOR RODRIGUEZ AND WAS PRONOUNCED DEAD AT 1240 HRS.

PASSENGERS: ALL PASSENGERS ON V-1 (BOAT) WERE LISTED AS WITNESSES ON FACE PAGE. ALL PASSENGERS ON V-2 (BOAT) WILL BE LISTED BY DEP LORENZI #222080 SUPP REPORT.

STATEMENTS: P-1 [redacted] TOLD ME THAT HE WAS HEADING N/B IN BRAZOS COVE TOWING THE VICT ON A "KITE TUB" (EV#1). HE TOLD ME THAT THIS WAS THE FIRST TIME HE HAD USED THIS TYPE OF TUBE. HE SAID THAT HE WAS GOING ABOUT 20 MPH OR SO AND WAS WATCHING AS THE VICT ON THE TUBE WAS BOUNCING 3'-4' INTO THE AIR AND WAS GOING FROM SIDE TO SIDE OVER HIS TRAILING WAKE. P-1 [redacted] SAID THAT HE WAS LOOKING BACK AND TO THE FRONT AND WAS NOT MAINTAINING A CONSTANT WATCH FOREWARD.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
P. HARDY #12307	5/29/06		Sgt. Nagler #176250	05/30/09	

DSW FORM VAR-2 (1/09)

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
☒ Narrative Continuation Vessel Accident Report	5 29 06		006-08839	
☐ Supplemental Vessel Accident Report	LOCATION			BEAT
☐ Other	CITY	COUNTY		AGENCY

STATEMENTS CONTINUED

P-1 [redacted] SAID THE NEXT THING HE SAW OFF TO HIS (PORT) LEFTSIDE WAS V-2 HEADING S/B. HE SAID THAT HE WAS SO CLOSE THAT HE HAD TO ALTER HIS COURSE OR COLLIDE WITH V-2. P-1 [redacted] MADE A RIGHTURN AND LOOKED BACK AT VICT [redacted] COME ACROSS HIS (V-1'S) TRAILING WAKE BOUNCE INTO THE AIR AND THEN STRIKE THE BOW AREA OF V-2. THE NEXT THING HE SAW, WAS THE TUBE EXPLODE AND COME OVER THE BOW AREA OF V-2 BOAT. HE CONTINUED HIS TURN AND WENT BACK TO V-2. AT THIS TIME, HE SAW SOMEONE IN THE WATER HELPING THE VICT. HE PLACED THE VICT IN HIS BOAT AND BROUGHT HIM BACK TO THE MAIN LAUNCH RAMP. P-1 [redacted] TOLD ME THAT HE HAS ABOUT 20 YRS OF BOATING EXPERIENCE. THE HELM ON V-1 IS ON THE LEFTSIDE.

PASSENGER [redacted] SAID THAT HE WAS SEATED IN THE FRONT SEAT ON THE RIGHTSIDE. HE TOLD ME HE WAS LOOKING BACK AT THE VICT ON THE TUBE. HE SAID THAT THE VICT WAS BOUNCING FROM SIDE TO SIDE. HE TOLD ME HE

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
P HARDY	5 29 06	123091	Sgt. Nagler #176250	25 30 06	

SUPPLEMENTAL / NARRATIVE (CHECK ONE)
- ☐ Narrative Continuation Vessel Accident Report
- ☐ Supplemental Vessel Accident Report
- ☐ Other

DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
5/29/06		006-08839	
LOCATION			BEAT
CITY	COUNTY		AGENCY

STATEMENTS CONTINUED

WAS NOT SURE HOW FAST THEY WERE GOING. THE NEXT THING HE SAW WAS THE VICT HIT THE FRONT AREA OF V-2. HE SAID HE THINKS THAT P-1 [redacted] HAD MADE A TURN TO THE RIGHT JUST BEFORE IMPACT. [redacted] TOLD ME HE HAD NOT SEEN OR HAD ANY KNOWLEDGE IF P-1 [redacted] HAD BEEN DRINKING THAT DAY.

PASSENGER [redacted] TOLD ME THAT HE HAD BEEN SEATED IN THE BACK SEAT ON THE RIGHT SIDE BEHIND HIS BROTHER OSCAR. HE SAID HE WAS FACING BACKWARDS WATCHING AS THE VICT IN THE TUBE WAS BOUNCING ALL OVER. THE NEXT THING HE SAW WAS THE VICT BOUNCING TO HIS RIGHT SIDE AND THEN STRIKE THE RIGHT BOW AREA OF V-2. CESAR [redacted] TOLD ME HE WAS NOT SURE HOW FAST THEY HAD BEEN GOING. CESAR ALSO TOLD ME HE WAS UNSURE IF P-1 [redacted] HAD BEEN DRINKING.

PASSENGER GOMEZ (WIFE OF THE VICT) TOLD ME THAT SHE WOULD GIVE ME A STATEMENT. SHE

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
P. HARDY	5/29/06	17309	Sgt. Naylen #176250	05/30/06	

SUPPLEMENTAL / NARRATIVE (CHECK ONE)
- ☐ Narrative Continuation Vessel Accident Report
- ☐ Supplemental Vessel Accident Report
- ☐ Other

DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
5/29/06		006-08839	
LOCATION			BEAT
CITY	COUNTY		AGENCY

STATEMENTS CONTINUED

SAID THAT SHE HAD BEEN SEATED ON THE LEFT SIDE BEHIND THE OPERATOR (P-1 [redacted]) FACING BACKWARDS. SHE TOLD ME THAT HER HUSBAND HAD ONLY BEEN ON THE TUBE A SHORT TIME SHE ALSO SAID THAT THIS WAS HIS FIRST TIME ON THIS TYPE OF TUBE. SHE ALSO SAID THAT THEY HAD BEEN ON THE BOAT SINCE 11:00 AM THAT MORNING AND ADDED THAT HER HUSBAND HAD NOT BEEN DRINKING. AS THEY WERE PULLING HER HUSBAND ON THE TUBE SHE SAW HIM BOUNCE TO HER RIGHT SIDE AND THEN STRIKE THE FRONT END (BOW AREA) OF V-2. I ASKED HER IF THERE WAS ANYTHING SHE COULD ADD AND SHE TOLD ME NO. SEE STATEMENT OF P-2 AND OTHER WITNESS WRITTEN BY DEP LORENZI.

ARREST: DURING MY CONVERSATION/INTERVIEW WITH P-1 [redacted] I COULD SMELL THE ODOR OF AN ALCOHOL BEVERAGE EMITTING FROM HIS BREATH AND PERSON. I REQUESTED FOR A UNIT WITH A P.A.S. DEVICE AND UNIT 60MS DEP WELLS #19241 ARRIVED. SEE B.O.I. WRITTEN BY DEP WELLS RE: BREATH TEST RESULTS, BLOOD TAKEN FROM P-1 [redacted] AND ACTION TAKEN.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
P. HARDY	5/29/06	173021	Sgt. Nagler #176250	05/30/06	

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
X Narrative Continuation Vessel Accident Report	5 29 06		006-08839	
☐ Supplemental Vessel Accident Report	LOCATION			BEAT
☐ Other	CITY	COUNTY		AGENCY

ARREST CONTINUED

BASED ON THE B.U.I. INVESTIGATION P-1 [redacted] WAS SUBSEQUENTLY ARRESTED FOR 191.5 P.C. MANSLAUGHTER AND 655(a) H&N OPERATION OF A VESSEL WHILE UNDER THE INFLUENCE OF ALCOHOL CAUSING DEATH TO ANOTHER. P-2 [redacted] TOOK A BREATH TEST AND RESULTS WERE .00/.00%

OPINIONS AND CONCLUSIONS: P-1 [redacted] WAS N/B IN BRAZOS COVE TOWING THE VICT ON A KITE AIR TUBE DESIGNED TO BOUNCE HIGH AND FLY ABOVE THE WATER OR WITH VERY LITTLE DRAG IN THE WATER. P-1 [redacted] HAD JUST PURCHASED THIS TUBE AND WAS LOOKING BEHIND AT THE TUBE. DURING THIS TIME HE FAILED TO MAINTAIN A PROPER LOOKOUT FOR OTHER VESSELS. HE FAILED TO TAKE INTO ACCOUNT THE AMOUNT OF AREA NEEDED TO USE THIS TUBE. THE ROPE WAS MEASURED TO BE 63' IN LENGTH. THE SPEED OF THE BOAT, AS WELL AS, HOW THE BOAT MANEUVERS IN THE WATER GUIDES THE TUBE IN THE WATER. ALL PERSONS IN V-1 WERE LOOKING BEHIND AT THE VICT ON THE TUBE.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
P. HARDY	5 29 06	17351	Sgt. Naqlen #176250	05 03 06	

VESSEL ACCIDENT REPORT

CALIFORNIA DEPARTME F BOATING AND WATERWAYS PAGE 10 OF 12

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
☐ Narrative Continuation Vessel Accident Report	5 29 06	1140	006-08839	
☐ Supplemental Vessel Accident Report	LOCATION			BEAT
☐ Other	CITY	COUNTY		AGENCY

OPINIONS AND CONCLUSIONS CONTINUED

WHEN OPERATOR P-1 [redacted] DID SEE V-2 HE MADE A QUICK TURN TO THE STARBOARD SIDE (RIGHT). THIS CAUSED THE VICT ON THE TUBE TO BE PLACED IN THE PATH OF V-2 (BOAT) P-2 SAID THAT HE WAS IN GEAR, BUT AT AN IDLE SPEED. HE SAID DUE TO V-1's SPEED AND THE WAY THE VICT WAS BOUNCING AROUND ON THE TUBE, THERE WAS NOTHING HE COULD DO TO GET OUT OF THE WAY. IF V-2 HAD MADE A PORT (LEFT) TURN IT WOULD HAVE BEEN IN THE DIRECTIONS OF V-1 AND THE VICT ON THE TUBE AND CLOSING THE DISTANCE B/T THEM. IF V-2 HAD MADE A STARBOARD (RIGHT) TURN HE WOULD OF EXPOSED THE WHOLE 25' OF HIS BOAT IN THE PATH OF THE VICT ON THE TUBE COMING HIS WAY. P-2 FELT THE ONLY THING HE COULD DO WAS TO MAINTAIN HIS COURSE, GO INTO NEUTRAL, AND HOPE THE VICT ON THE TUBE WOULD MISS HIS BOAT.

WHILE P-1 DID TRY TO CHANGE HIS COURSE, HE WAS OPERATING HIS VESSEL UNDER THE INFLUENCE OF ALCOHOL AND WAS INVOLVED IN AN ACCIDENT

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
P. HARDY	5 29 06	173591	Sgt. Nagler #176250	05 30 06	

DBW FORM VAR-2 (1/08)

VESSEL ACCIDENT REPORT CALIFORNIA DEPARTME F BOATING AND WATERWAYS

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
☐ Narrative Continuation Vessel Accident Report	5/29/06	1140	006-08839	
☐ Supplemental Vessel Accident Report	LOCATION			BEAT
☐ Other	CITY	COUNTY		AGENCY

OPINIONS AND CONCLUSION CONTINUED

WHICH CAUSED THE DEATH OF ANOTHER. P-1 IS RESPONSIBLE FOR THE SAFETY OF THOSE HE IS TOWING BY MAINTAINING A PROPER LOOKOUT CCRT-14 RULES, NEGLIGENT OPERATION OF HIS VESSEL BY NOT MONITORING HIS SPEED, COURSE 655(A) H+N AND BY BOATING WHILE UNDER THE INFLUENCE OF ALCOHOL 655(A) H+N.

BASED UPON WITNESS STATEMENT THE PHYSICAL EVIDENCE P-1 [redacted] CAUSED THIS COLLISION.

RECOMMENDATION(S): SUBMIT TO D.A. REVIEW FOR PROSECUTION.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
R Hardy	5/29/06	173891	Sgt. Nagler #176250	05/30/06	

DBW FORM VAR-2 (1/00)

VESSEL ACCIDENT REPORT

CALIFORNIA DEPARTME F BOATING AND WATERWAYS PAGE 12 OF 12

SUPPLEMENTAL / NARRATIVE (CHECK ONE)	DATE OF ACCIDENT	TIME (2400)	REPORT NUMBER	CITATION NUMBER
☒ Narrative Continuation Vessel Accident Report	5/29/06	1140	006-08839	
☐ Supplemental Vessel Accident Report	LOCATION			BEAT
☐ Other	CITY	COUNTY		AGENCY

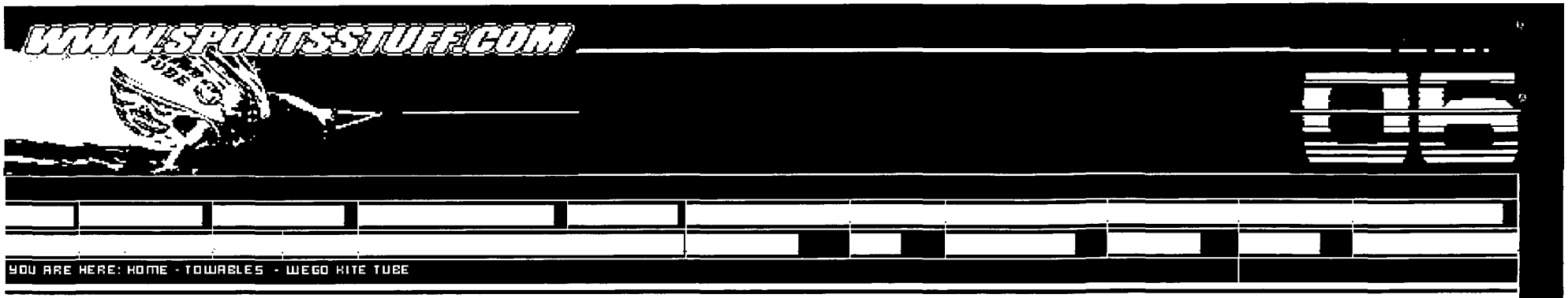
THE FOLLOWING NOTIFICATIONS WERE MADE:

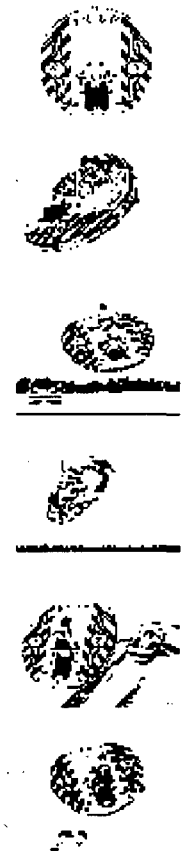
HOMICIDE DET GUZMAN #216938 1340
CORONER CASE # 8006-04081
W/C LT. BRISKY # 1300
USFS DISPATCH 1420
USCG - L.A. OFFICER NEEDLE 1415
BOATING AND WATERWAYS 1530

SEVERAL PHOTO'S (EV#2) OF THE RAFT/TUBE WERE TAKEN BY DEP FERRONE AND PLACED INTO EVIDENCE.

PREPARED BY (NAME, RANK)	DATE	ID NUMBER	REVIEWED BY (NAME, RANK)	DATE	ID NUMBER
P. HARDY	5/29/06	173091	Sgt. Nagler #176250	05/30/06	

DBW FORM VAR-2 (1/00)





Wego Kite Tube

10ft diameter flying tube

Take flight with the WEGO KITE TUBE! The next generation of action towable is here, taking you to a whole new level of excitement! Whip across the water like a deck tube, or fly through the air like a bird! Experience the thrill of flight as you rise above the water, reaching incredible heights, leaving nothing but adrenaline in your wake! The level of extreme sport has been raised with the WEGO KITE TUBE. Anything else is beneath it...

Model 53-5000 Sug. Retail: **$599.95**

Features:

- 120 inch inflated diameter (10 foot) with slanted saucer configuration
- 840D full body nylon double skin cover with PU coating
- Computerized double stitched sewing
- Nylon zippered openings for bladder insertion and adjustment
- Multiple mesh drain ports, bar-tacked
- Two heavy-duty PVC bladders-outer ring and slotting cockpit
- Reinforced towing system with molded aluminum connector for easy quick connection
- Speed safety valves for fast easy inflation and deflation
- Parallel slotting system with non-slip footsteps and neoprene padding for comfortable foot, knee, and leg use
- 8 padded, non-slip handles with knuckle guard
- Heavy-duty starting leash with easy grip sponge balls
- Reflective Safety piping on all handles and on the outside top taping
- Variable loops for detachable leash use
- Panoramic see through double windows
- Adjustable length style 45-55-65 foot segmented tow rope included
- High visibility, billboard style, red and yellow

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

KITE TUBE DESCRIPTION

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

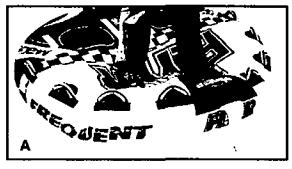
KITE TUBE SPECIFICATIONS

- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

KITE TUBE ASSEMBLY AND INFLATION

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles in the cover when the tube is properly inflated.

IMPROPER INFLATION



PROPER INFLATION

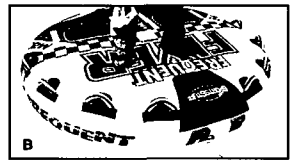


Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to stretch. The boat/watercraft cannot plane off and extra gas is consumed.

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it sit on the beach, dock, or boat/watercraft full of air! If it is stored out of the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- Leaf Blower
- Vacuum with two-way switch

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use with standard electric pumps, shop vac, wet vac, leaf blowers, and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) to top off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unit will inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on the slotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

⚠KITE TUBE CARE AND MAINTENANCE⚠

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep in a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cover and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

⚠KITE TUBE TETHER TOW ROPE⚠

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous towable tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL.
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you use a low tow point on the rear transom of the boat or tow hook.

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height above the water and can get thrown higher. At a boat speed of 10 and 20 mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and

other immovable objects.
• Be aware of natural wind breaks and barriers that change the wind flow.
• Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
• Maximum 1 rider capacity
• Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
• Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
• 10 and 2 o'clock are the best control hand positions.
• Hang time, Kite time, can be 1 second or many minutes.
• Length of hang time depends on the wind, boat speed and rider weight.
• A straight boat heading into the wind creates the optimum Kiting performance.
• Ballet performance is what you are looking for (up and down).
• Use the large panoramic window to see the boat and to view rider height.
• Force the tube down by pushing your weight down with a swift, sitting motion.
• Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
• Use the handles to adjust left to right balance.
• Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
• Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
• Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
• A rider that falls or is ejected should try to fall away from the Kite Tube.
• Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

• Driver should be at least 16 years of age and pass a coast guard approved boating course.
• Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
• Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
• Maintain constant communication with spotter about the Kite Tube and its performance.
• Adjust boat speed to reduce the height of the Kite Tube.
• The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
• Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
• Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
• Never Kite higher than you want the rider to fall, adjust your speed.

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45° angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.

• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

▲ WIND SPEED AND EFFECT ▲

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: **http://www.sportsstuff.com**

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under six (12) years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
• The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
• Always wear a U.S. Coast Guard approved Type III (PFD) ski vest or as recommended by proper government authorities.
• Use this product only on water.
• Know your limits. Stop when you're tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable.
• Do not use this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.

The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller, liable for any loss, damage, injury or expenses of any kind arising out of the use of this product. It is the responsibility of the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear and deterioration from use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

REPLACING PRODUCT PARTS:

If a leak or problem is suspected with your tube, locate the valves,deflate the item and remove the inflatable PVC bladder to inspect possible problem areas. Contact Sportsstuff warranty department for prompt parts replacement if a problem is located. For non-warranty parts replacement, follow the same procedure. When a replacement is received, follow the steps below:

1. Unfold the cover and lay the bladder out.
2. Locate the bladder and the inflation valve. Carefully place the PVC bladder inside the cover of the product in the appropriate location.
3. Line up the valve with the valve opening in the cover.
4. Refer to the WEGO manual for further assembly information.

MAINTENANCE:

Very little care is required for the bladder or cover.
• You may clean your towable using soap and water or mild detergent.
• Never use strong cleaning agents.
• The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight.
• To deflate, simply unfasten the entire valve from the base.
• Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
• Bright colored fabric covers used on the towable may bleed or fade when initially wet. Protect all boat interiors and all other surfaces from possible staining.

TOW ROPE RECOMMENDATIONS FOR SPORTSSTUFF PRODUCTS:

• The watercraft owner/operator is responsible for informing all the persons riding or using tow ropes of the WSIA Recommendations for tow ropes. Improper use of your tube and rope could result in serious injury or death.
• Following are the WSIA (Water Sport Industry Association) Recommendations for tow ropes (Do not exceed recommended rider capacity for your tube):

Number of Riders	Combined Weight of Riders	Rope Tensile Strength
One	min 100lbs - max 200 lbs	1500 lbs

- A standard tow rope should not exceed 65 feet.
- The tow rope should be assembled in a manner appropriate for the watercraft and tow tube.
- Please check all rope connections for frays, cuts, sharp edges, knots and wear and tear before each use. Discard any ropes that appear to be worn. It is recommended that you replace each tow rope at the beginning of the boating season.
- Tow ropes are subject to stretching during use. Please warn riders and persons in the boat/watercraft of the danger of ropes recoiling.
- DO NOT place arms, legs or head in the handle section as serious injury may result.
- Ensure that the tow rope is free from all body parts prior to towing a rider and while the tube is in use.
- Do not use a tow rope with a bungee material to pull skiers or riders. This type of apparatus could also result in serious injury or death to the tube rider or passengers in the boat/watercraft.
- Ropes will deteriorate with direct sunlight exposure. Please store away from direct sunlight and discard any rope that is frayed, discolored or raveling.
- Do not add hardware to this product that is not supplied by Sportsstuff.
- Avoid the propeller and engine at all times. Should the rope become tangled in the propeller, shut off the engine and remove key from ignition before retrieving rope from propeller.

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

- When using a Sportsstuff product, you are engaging in an exciting recreational activity with inherent risks. Act responsibly and only use your product with the awareness of and willingness to accept the risks involved.
- Read all instructions and warnings provided to you in this owner's manual and those printed on the product. Do not discard this manual.
- As in any recreational activity, reckless use, misuse, inexperience and/or neglect of the proper equipment used may result in serious injury or death.
- Visually inspect the towable and tow rope before each use. Do not use if product or tow rope is damaged in any way.
- This product is NOT for use by children under 12 years of age.
- Never leave children unattended. Use only under competent supervision.
- Sportsstuff products are NOT to be used for rental use.
- Do not consume alcohol or other drugs while using this product. Even small quantities of alcohol and other drugs can impair judgment, balance, and coordination which can greatly affects one's performance.
- Make sure all riders are wearing a U.S. Coast Guard Type III (PFD) approved life vest at at all times.
- Be conscious of the weather conditions as weather changes can occur very quickly.
- Check with your state or local government to learn their specific legal requirements concerning towables and towing.
- Use tow ropes that are designed specifically for towables with WSIA (Water Sports Industry Association) break strength guidelines.

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

- The boat/watercraft driver has the ultimate responsibility for the safety of the riders.
- Carefully survey the water before you begin towing riders.

• Do Not pull a towable without a rider. A towable is designed to have a rider in order to balance the weight distribution of the product
• Be aware of water conditions along with changes in the weather. The condition of the water greatly influences the type of ride the rider will have. Please take into consideration the age and physical ability of your rider.
• It is the boat/watercraft driver's responsibility to instruct the riders how to ride a towable. The boat/watercraft driver should carefully instruct the riders of potential risks and possible injury that may occur if they partake in careless behavior.
• At the beginning of the ride, carefully take the slack out of the tow rope. Never jerk start a towable. After the rider has signaled that he/she is ready, the driver can slowly bring the towable to a planing point.
• Most towables will plane out at 10 to 20 mph, depending on the weight of the rider. It is important to keep the nose of the item up until the item is planing.
• The resistance of the product varies widely with these factors: boat speed, turns, water conditions, number of riders and their weight, towable size, shape and function. The boat/watercraft driver should adjust the boat speed to fit these situations to minimize resistance of the towable.
• Use in wide, open spaces. Stay at least 100 yards from shallow water, shore, rocks, boats, docks and buoys. Most accidents happen on turns and in congested areas.
• The boat/watercraft driver determines the speed and the action of the towable in turns and when crossing the boat/watercraft wake. In the straight-a-ways, the boat/watercraft towing speed is the same as the towable speed. The towable speed will increase when the boat/watercraft makes a 90 to 180 degrees turn without increasing the boat/watercraft speed. If the boat/watercraft speed is 20 mph, the towable speed can be 30-40 mph. The "slingshot effect" sends the user outward from the center of the towable. Be aware of the limitations of the rider.
• Large wakes combined with the wave action and speed can contribute to a rough ride. Use a safe speed that enables the towable to plane out. The boat/watercraft driver should adjust the boat/watercraft speed and turns to fit the water conditions and the age, experience, skill and physical strength of the rider.
• Excessive speed or sharp turns might cause the tube to flip over abruptly, possibly causing serious injury to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• Under normal conditions, the maximum safe speed for adults is 20 mph. Safe speeds for children are less than 15 mph, depending on the age and physical capability of the child.
• Please make sure your boat/watercraft is tow-worthy and has the appropriate horsepower to pull rider(s) and the tow tube. Do not exceed the boat/watercraft passenger capacity.
• Extreme drag forces can develop when pulling this tube. Please use towable in calm water. Heavy waves or choppy conditions can create more drag or even result in a submarine or anchor effect.
• Extreme drag forces may also result if: the rider(s) fall off, the tube noses in or tips over and water fills cockpit/seating area. The boat/watercraft operator should immediately slow or stop to eliminate this factor.
• Death or serious injury can result from the submarine or anchor effect causing more extreme drag forces on the tow rope and/or tow point. The tow rope might have too much stress and either break and snap back at the rider(s) or other occupants of the boat. It is the boat driver's responsibility to make sure this does not occur.

• Do not exceed the weight guidelines of your boat. Do not allow passengers to hang outside the boat or side on the gunwales (sides/edges of the boat) outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales (sides/edges of the boat) of the boat.

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

• Tow/Ski towers are not designed for use with any inflatable tube towing.
• Use only lifting eyes/transoms or tournament-rated ski pylons for towing tubes.
• Consult your boat's manufacturer if you are unsure of it's tournament rating.
• Do not tow any inflatable from a ski eye.
• Any tow pylon or ski pylon installed after market is not intended for inflatable tube towing.
• Death or serious injury may result if an unapproved ski/tow pylon is used.

⚠ WARNING! SPOTTERS NOTICE: ⚠

• Always use a spotter (observer) in the boat to communicate the needs of the rider to the driver.
• The spotter must be the eyes of the driver and the rider, always alert to recognize possible danger so proper action can be taken to avoid any risk to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• The spotter should hold up a safety flag cautioning all other boaters that riders are in the water.

⚠ WARNING! RIDERS NOTICE: ⚠

• Do not use this items as a personal flotation device.
• Do not exceed the manufacturers recommended number of riders for your particular tube.
• Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not to exceed 65 feet.
• Only use this product with a responsible boat/watercraft operator who knows how to effectively operate the equipment.
• This product should be used in water only. Do not launch from dock or land.
• Do not use near piling, docks, shores or shallow water or other obstructions that could cause serious injury to the rider.
• Carefully instruct the other riders the proper way to attach rope and operate the towable.
• DO NOT strap or attach arms or legs to cover or tube. Never place hands or feet in between the tube or cover.
• This item has no braking or steering mechanism and can develop high speeds under certain towing conditions. Use at your own risk!
• This product is not a life saving device.
• Take necessary breaks when you are tired.
• Never get near the propeller with the engine running, even if it is in neutral.

GENERAL TROUBLE SHOOTING GUIDE:

Symptom: Product won't hold air.
Solution: Check to see that the valve is fastened properly. Re-fasten valve if needed. Check to see if the product was inflated fully from the beginning. If you suspect it wasn't inflated fully, add more air. PVC Repair Adhesive is available from Sportsstuff at www.sportsstuff.com or 888-814-8833 for small hole or seam repairs.

Symptom: Valve is leaking
Solution: Listen closely to hear if air is leaking. Be sure the valve and cap are screwed in or fastened straight and are tight. Leakage can occur if the valve is not fastened correctly.

Symptom: Product inflates but doesn't become firm.
Solution: Please check to make sure it was inflated firmly with a high volume air pump. If you are sure you inflated it properly, fully assess it for a leak or re-fasten the valve. If a leak is detected, the bladder may be patched by using Sportsstuff PVC Adhesive which can be purchased directly from Sportsstuff.

Symptom: Cover is very loose (Applies only to products with covers).
Solution: Please check to make sure that your product is inflated fully and the tube is in place. The cover should fit snugly over the well-inflated tube. If the cover remains loose, add more air. See also the INFLATION section of this manual.

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Omaha, NE 68137
(Please label package with RA #)

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code". It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

Network

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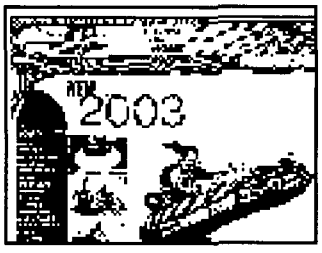


Certified Offer Service - Make an offer on this domain
Private Registration - Make personal information for this domain private
SSL Certificates - Make this site secure
Site Confirm Seals - Become a trusted Web Site

Make this info private

Registrant:
Sports Stuff
11213 E Circle (A)
Omaha, NE 68137
US

Domain Name: SPORTSSTUFF.COM

Administrative Contact :
Abbott, Jonelle
jonelle@SPORTSSTUFF.COM
11213 E Circle (A)
Omaha, NE 68137
US
Phone: (402) 592-9085
Fax: (402) 592-1354

Technical Contact :
Center, Network Operating
noc@NOVIA.NET
PO Box 45349

Omaha, NE 68145-0349
US
Phone: (402) 895-2633
Fax: (402) 895-2637

Record expires on 04-Jun-2011
Record created on 05-Jun-1996
Database last updated on 05-May-2006

Domain servers in listed order: Manage DNS

DNS0.NOVIA.NET	216.40.1.5
DNS4.NOVIA.NET	216.40.0.5

Show underlying registry data for this record

Current Registrar:	NETWORK SOLUTIONS, LLC.
IP Address:	216.92.15.137 (ARIN & RIPE IP search)
IP Location:	US(UNITED STATES)-PENNSYLVANIA-PITTSBURGH
Record Type:	Domain Name
Server Type:	Apache 1
Lock Status:	REGISTRAR-LOCK
Web Site Status:	Active
DMOZ	1 listings
Y! Directory:	see listings
Web Site Title:	SportsStuff ®
Meta Description:	SportsStuff is the home of the most innovative inflatable products on the planet!
Secure:	No
E-commerce:	No
Traffic Ranking:	1
Data as of:	12-Apr-2006

When you register a domain name, current policies require that the contact information for your domain name registration be included in a public database known as WHOIS. To learn about actions you can take to protect your WHOIS information visit www.internetprivacyadvocate.org.

NOTICE AND TERMS OF USE: You are not authorized to access or query our WHOIS database through the use of high-volume, automated, electronic processes or for the purpose or purposes of using

Task Number: 060707CWE5439

Date: 07/05/2006

Status of Missing Document(s)

The official records below were requested for this investigation report, but could not be obtained.

1. Los Angeles County Coroner's Report
2.
3.
4.
5.

#060707CWE5439 N0670003A 7/6/06

ISSUE; 40

CBS NEWS ----May 29, 2006 6:37 pm US/Pacific

Man Killed While Boating On Pyramid Lake

(CBS) GORMAN, Calif. In a holiday tragedy at Pyramid Lake, a man in an inner tube pulled by a boat died when he slammed into another boat, and the driver of the first boat was arrested on suspicion of manslaughter, a sheriff's deputy said.

[redacted] was piloting the boat about 12:30 p.m., pulling a man on a large tube that was attached to the boat by a long rope, said Los Angeles sheriff's Lt. Tom Bryski.

He steered the boat away when he noticed a stationary boat ahead, but the tube continued its wide turn, according to the lieutenant.

The 43-year-old man on the tube, whose name was withheld, flew off the tube and slammed head-on into the hull of the other boat, he said.

The man was pronounced dead at Henry Mayo Hospital, he said.

"They just got out of the boat and there was frantic screaming and crying [redacted] who saw the accident, told reporters. "I wish there was something we could've done to help, but he was gone."

Several other people were in both of the boats, but there were no other injuries, he said.

[redacted] had allegedly been drinking and was arrested on suspicion of manslaughter, Bryski said.

Pyramid Lake is 20 miles north of Valencia.

Deputies said the last fatality they remember on the lake was five years ago.

(© 2006 CBS Broadcasting Inc. All Rights Reserved. This material may not be published, broadcast, rewritten, or redistributed. The Associated Press contributed to this report.)

1. Task Number		2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060614HCC3603		1947	
3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY	
840	2006 04 07	2006 06 14	

6. Synopsis of Accident or Complaint UPC

A 29-year-old male victim fractured four ribs on his right side (a total of eight fractures--2 breaks on each rib), a punctured right lung, and internal bleeding while riding his tube kite, and after attaining an elevation between 5-10 feet, a sudden gust of wind propelled him approximately 20 feet into the air, causing the tube kite to become unstable and crash into the water with the victim in the tube kite.

MANUFACTURER NOTIFIED 9/6/06
COMMENTS: YES NO
OVERRULED: ATTACHED
EXCISIONS/FOIA Exs 25c
Revisions
DO NOT RE-NOTIFY RE-NOTIFY

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	PAGE	AZ

10A. First Product	10B. Trade/Brand Name	10C. Model Number
3200 -Water Tubing (activity, Appa	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF, INC.
11213 E. Circle, Suite A
Omaha, NE 68137

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
29	1 - Male	4 - Hospitalized	57 - Fracture

16. Body Part(s) Involved	17. Respondent	18. Type of Investigation	19. Time Spent (Operational / Travel)
31 - UPPER TRUNK	1 - Victim/Complainant	3 - Other	28 / 2

20. Attachment(s)	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	01 - Fire or Police Dept.	

23. Permission to Disclose Name (Non NEISS Cases Only)
( ) Yes ● No ( ) Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
07/06/2006	9021	Frank J. Nava

27. Distribution	28. Source Document Number
Ingle, Robin L.; Topka, Tanya L.; Blasius, Dennis R.	X0660350D

The following information was obtained through phone interviews with the victim, victim's father-in-law, who was the boat operator, the victim's brother in-law, local officials, and through related documentation. The investigation was generated from a report received from officials at a national recreation area. The investigated product is a circular tube kite.

The victim is a healthy 30 year-old male (he was 29 when the incident occurred) who weighs approximately 190lbs and stands at 6'2. The victim has over 25 years of boating experience and extensive water recreational experience, which includes 10-12 years of wakeboarding, water skiing, and parasailing. The boat operator is the victim's father-in-law (hereafter, "father-in-law"), and has over 30 years of boating experience, particularly towing individuals (adults and children) during water sporting activities (e.g., tubing, water skiing and parasailing). The boat operator has never had an accident or incident that resulted in any injuries while towing an individual during an activity.

The victim, along with his wife, two young children, accompanied both his father and mother-in-law and their children on a work/pleasure trip and traveled via a 2005 houseboat. The boat was the father-in-law's boat. The boat was a 24-foot inboard/outboard with a 280 horsepower, 6.0 liter, V-8 engine. The victim's family has extensive boating experience, which includes boating and water sporting activities (e.g., water skiing, wakeboarding, etc.). The father-in-law newly purchased the product approximately two weeks before the incident from a local retailer. It is unknown if the father-in-law received any information from the local retail sales staff regarding the product. The victim and father-in-law watched the instructional video (DVD) that was included with the product on two occasions; once before embarking on their trip, and again immediately preceding using the product (1-2 hours before activity). The victim did not review the owner's manual, and the father-in-law does not recall seeing an accompanying owner's manual (i.e., he also did not read the owner's manual). The product remained in the original packaging and was not used prior to the trip taken by the victim and his family.

The incident occurred on April 7, 2006 during the early afternoon hours on a national recreational lake. There were a total of 8 people on the boat, which includes four adults and four children. The victim reported that the weather was sunny and pleasant and the water was like "glass" (i.e., extremely clear and calm). The victim stated that there only was an occasional slight breeze; therefore he felt that the wind would not be a factor while riding the tube kite. The victim stated that there were no other boats or water vessels in the area. The victim and father-in-law both reported that no alcohol was consumed by any of the participants. The victim and his father-in-law fully inflated the product according to the product's operating instructions as per the instructional video, which the father-in-law stated to fill the tube until it is "tight". The victim does not recall the exact PSI (pounds per square inch) that the product was inflated or required. The victim's 23 year-old brother-in-law (hereafter, "brother-in-law") tied the tow rope to the product (and boat), and reported that he had no difficulty in tying either end. However, during the victim's ride, the father-in-law removed either one or two sections of the tow rope (the tow rope is segmented into three sections), thus significantly shortening the rope. The father-in-law did not specify why he removed sections of the rope, though he did state that the tow rope was in apparently good operating condition. The initial rider

(brother-in-law) utilized the tow rope at its maximum length (65 feet), while the victim utilized the tow rope after it was shortened to 45 or 55 feet.

The victim was the third individual to ride the product, which was the victim's first experience with the product. The first individual to ride the product was the brother-in-law. The brother-in-law also watched the instructional video, but was still unclear and tentative regarding riding the product. The brother-in-law has experience with water-related activities and was wearing a life jacket while riding the product. The brother-in-law weighs 175lbs and stands approximately 6'0. The brother-in-law was on the product for approximately ten minutes, and achieved heights of approximately 5-10 feet before falling off the product while it was in the air approximately five feet. The product became unstable while in the air (i.e., began rocking left to right) and threw off the brother-in-law. The brother-in-law did not sustain any injuries and "shook off" the incident after getting the "wind knocked out" of him.

The second person to ride the product was the victim's 14 year-old sister-in-law (hereafter, "sister-in-law"). The sister-in-law rode the product for approximately five minutes without incident. The sister-in-law weighs approximately 130lbs and stands at 5'8. However, the sister-in-law rode the product like a "regular inner-tube" with the product never elevating above water. The victim estimated that the boat operator was going at various speeds, but never over 30mph while the brother and sister-in-law were riding the product. It is unknown who acted as a "spotter" for the brother and sister-in-law.

The victim rode the product on two occasions. On both occasions the victim was wearing a wet suit, life vest, "booties" (for foot warmth), and water-skiing gloves. No helmet was worn by any product user. The victim's first occasion was without incident and lasted for approximately five minutes and the product's peak elevation above water was 2-3 feet. The victim waited approximately one hour before attempting to ride the product again. It was determined by the father-in-law (i.e., boat operator) that it would be necessary for the boat to increase its speed for the victim to obtain flight while on the product (it was deduced that the increase in weight required additional speed). The victim rode the product on a second occasion for approximately ten minutes and obtained a maximum height of 10-20 feet. On both occasions, the brother-in-law was the spotter. The boat was traveling approximately 30mph when the victim lost control of the product. While the victim was approximately between 5-10 feet high, a wind came up from underneath the product and lifted the product approximately 20 feet into the air. The product then became unstable (wobbling from side to side) and then suddenly and rapidly nosedived into the water with the victim still in the product. The victim was airborne for no more than 10 seconds immediately preceding the product becoming unstable.

The father-in-law observed the victim fall into the water and immediately turned the boat around to retrieve the victim who remained in the water for approximately 30 seconds before being pulled into the boat. The victim was unresponsive and gurgling water and blood as they traveled back to the launch ramp to seek medical assistance. The victim stated that the product landed in the water with the victim's rib cage absorbing the majority of the impact as his right side was lying against the product when it landed in the water.

The victim received emergency medical assistance at the scene and was transported by air to a medical center for additional treatment. The victim sustained a punctured right lung, internal bleeding, and fractured ribs (four ribs on the victim's right side sustained 2 fractures each—totaling eight fractures). The victim remained in the hospital for one week before being discharged; however, two days later the victim suffered blood clotting on his left side and received additional medical treatment as an outpatient (i.e., treated and released). The victim is expected to make a full recovery.

The victim emphatically stated that he feels the product is unsafe and hazardous for several reasons. Foremost, the victim believes the product becomes extremely unstable while airborne, and is not easy to steer (control). The victim feels that even with the use of a spotter, once airborne, the rider of the product cannot effectively communicate with anyone in the boat (e.g., spotter or boat operator). The victim stated that when he began riding the product, the clear window positioned near the front of the product, and may allow for visual communication, immediately fogged up, thereby preventing communication between the rider and the spotter or boat operator. The victim also stated that once the rider and product become airborne, communication between the rider and anyone in the boat is impeded as the rider in the product cannot see over the front of the product while airborne. The victim further stated that he believes that the product should have two or more attachment points for the tethered rope to increase product stability while in the air. Furthermore, the victim stated that the seriousness of his injury during landing was contributed by the product being fully inflated (i.e., unmalleable).

Subsequent internet research revealed correspondence among consumers and operators of the product on various websites. A June 21, 2006 response (i.e., blog) was written (i.e., posted) to concerned consumers of the product by a manufacturer's spokesperson (Exhibit #9), which stated that the manufacturer "follows the guidelines set forth by the Water Sports Industry Association" (paragraph 7 of Exhibit #9). A phone call was placed to the executive director of the Water Sports Industry Association (WSIA) regarding any possible promulgation of standards or endorsement of the product. The director stated that while the WSIA warnings are intended as guidance for manufacturers of water-related products, the product manufacturer made no prior attempts to seek confirmation with WSIA regarding the product or any tow rope standards. The director stated that regarding tube kites, the WSIA has never "crafted any language" as related to tube kites or endorsed the product in anyway. Furthermore, the director stated that the tube rope standards and warnings promulgated by WSIA are not intended for tube kites tow ropes as pertinent factors, such as tensile strength and capacity may differ between regular (inner) tubes and tube kites. The tube and tow rope warning manual and labels promulgated by WSIA have been attached as a reference (Exhibits #6-7). No attempt was made to contact the spokesperson for the manufacturer regarding the aforementioned statement as to WSIA guidelines.

On June 15, 2006, and after responding to numerous incidents involving serious injuries, the local officials of the recreational area implemented a ban all on tube kiting, as well as other activities (e.g., parasailing). This restriction was generated from the numerous incidents occurring in the recreational area and subsequent interviews with related parties and various agencies (see Exhibit #8 for restriction proposal and related correspondence). The law enforcement specialist also stated that the park rangers have generated approximately 10 additional reports regarding contact with individuals subsequently

preparing to participate in tube kiting. All individuals were alerted to the newly imposed ban, and no additional reports of injuries were noted. In addition, the law enforcement specialist at the recreational park/area determined, after watching the product's instructional video (DVD) on numerous occasions, that the video narrator discloses that the boat operator (and rider) should go only between 10-20mph, but the video consistently shows boat operators going between 30-40mph, enabling the rider to obtain flight.

The victim is currently considering litigation and joining a class-action lawsuit, which is spearheaded by an attorney that represents the family of an individual who died while riding the product. Hence, the victim has deferred any additional inquiries until he can determine how he wishes to proceed. Shortly after the incident, the victim's wife wrote an email to the manufacturer explaining the incident and the perceived hazardous nature of the product. The victim and his wife received only an automatically generated response that their message was received, but have not been personally contacted by the manufacturer.

Though the father-in-law maintains custody of the product, he did not retain the purchase receipt and does not have any related product information or documentation, and does not intend to use the product again and adamantly believes that the product is unsafe and should be removed from the market. The father-in-law reported that he will retain custody of the product as he is considering pursuing legal action against the manufacturer. Photographs of the incident product were requested on numerous occasions, but neither the father-in-law nor brother-in-law has provided any photographs to CPSC. The father-in-law did not report any damage to the product (i.e., post-incident). On June 16, 2006, a local retailer stocking an exemplar product was visited. Exemplar photographs of the packaging were taken and are included as Exhibit #1.

Product Identification:

The product is a **Wego kite tube™**, and is a 120inch (10 foot) inflatable, circular tube kite that is designed for a single rider, and to be towed behind a boat via tow rope and achieve flight when a certain boat speed is attained. The model number for the product as listed on the manufacturer's website and exemplar packaging is: **53-5000**. The product indicates that a patent is pending and that it is made in China. The manufacturer is:

SportsStuff, Inc.
11213 E. Circle, Suite A
Omaha, NE 68137
(402) 592-9085—P
(402) 592-1354—F
www.sportsstuff.com

The suggested retail price as listed on the manufacturer's website is $599.95; however, the price paid by the consumer was $499.00 with exemplar units located in retailers also listed as $499.00. The product is largely yellow in color with wide black diagonal accent striping and a sectional red border with various product labeling and identification, which includes various skull graphics. The product maintains an "840D" nylon covering and

panoramic, see-through double plastic windows that are located near the front of the product. Near the rear of the product is a parallel slotting system cockpit for the rider. A handle system is located underneath the nylon covering and is accessible via eight different circular slots that offer the rider eight different "non-slip" handle positions. The product is also equipped with a three-segmented tow rope that is adjustable to lengths of 45, 55, and 65 feet. The front of the product maintains a molded, aluminum connector for attachment to the tow rope.

The product was purchased at:

Marine Products Pro Shop
949 W 1700 S
Salt Lake City, UT 84104
(801) 973-4017

Various warnings are located on the product's packaging (exemplar), and include a lengthy "Release of Liability" warning (Exhibit #1, photo 8), which iterates that by assembling and inflating the product the consumer has implicitly agreed to have read and understands the owner's manual and releases the manufacturer of any responsibility as related to damage, loss, or injury. The exemplar packaging also retains warnings disclosing that the product is "Not A Lifesaving Device"... "Never Leave Children Unattended"... "Use Only Under Competent Supervision" (Exhibit #1, photo 7). Although the website shows the product with the warning, "NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL" (Exhibit #10), the exemplar packaging does not reveal such a warning on the product. However, the exemplar packaging also reads that "Designs Featured In Photography Subject To Variations" (Exhibit #1, photo 7). Although two additional warning can be observed on either side of the product's parallel slotting system, neither one is legible as observed as a photograph on the exemplar packaging or website.

Other relevant wording found on the exemplar packaging (Exhibit #1, photo 10) includes, "Whip across the water like a deck tube, or fly through the air like a bird! Experience the thrill of flight as you rise above the water reaching ***incredible heights***, leaving nothing but adrenaline in your wake!" (Emphasis added). Instructional wording observed on the exemplar unit (Exhibit #1, photo 12) includes, "Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual...With a good amount of practice, you'll be able to ***hover slightly*** above the water's surface for minutes at a time!" (Emphasis added).

No incident or exemplar sample was collected, and no incident product photographs could be obtained, though requested.

060614HCC3603

Exhibits:

A. CPSC Photographs of Exemplar Packaging (10 pages)
    1. Front view of exemplar product packaging
    2. Manufacturer contact information--as viewed on top of exemplar packaging
    3. Exemplar product's model number and UPC
    4. UPC and retailer price of exemplar product
    5. Top view of exemplar product packaging
    6. Product's features--as listed on exemplar product's top (packaging)
    7. Guarantee and warning of top of exemplar product's packaging
    8. Warning label on exemplar product's top (packaging)
    9. Product information--labeling on front of exemplar product
    10. Wording on front of packaging of exemplar product
    11. Bottom view of packaging on exemplar product
    12. Riding instructions on exemplar product (packaging--bottom)
    13. Side view of exemplar product
    14. Product's features--as listed on exemplar product's packaging (side)
B. Notice of Inspection to Retailer (1 page)
C. Local Official Incident Report— (6 pages)
D. Owner's Manual for Product (11 pages)
E. Owner's Manual for Tow Rope (7 pages)
F. Water Sports Industry Association (WSIA) warning manual (13 pages)
G. Photos of WSIA warning labels—tow ropes and tubes (1 page)
H. Local Recreational Officials **Final Draft** Regarding Product Ban and Related Correspondence (70 pages)
I. Internet Written Response (i.e., "blog") by Manufacturer Spokesman (1 page)
J. Photo of Product as Seen on Manufacturer's Website (1 page)

Photographs of Wego Kite Tube–Exemplar Product

Photo#1: Front view of exemplar product packaging

Photo #2: Manufacturer contact information--as viewed on top of exemplar packaging

WEGO 10FT. KITE TUBE
Model # 53-5000

Patent Pending
© Sportsstuff. Inc.. 2005

Photo #3: Exemplar product's model number and UPC.

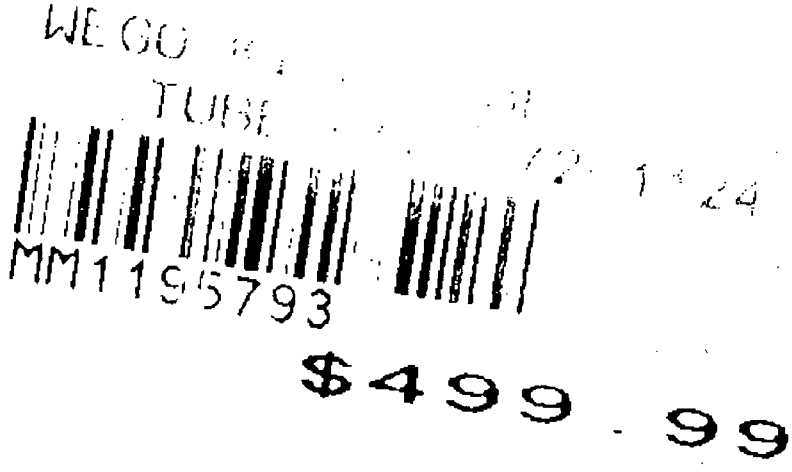


Photo #4: UPC and retailer price of exemplar product

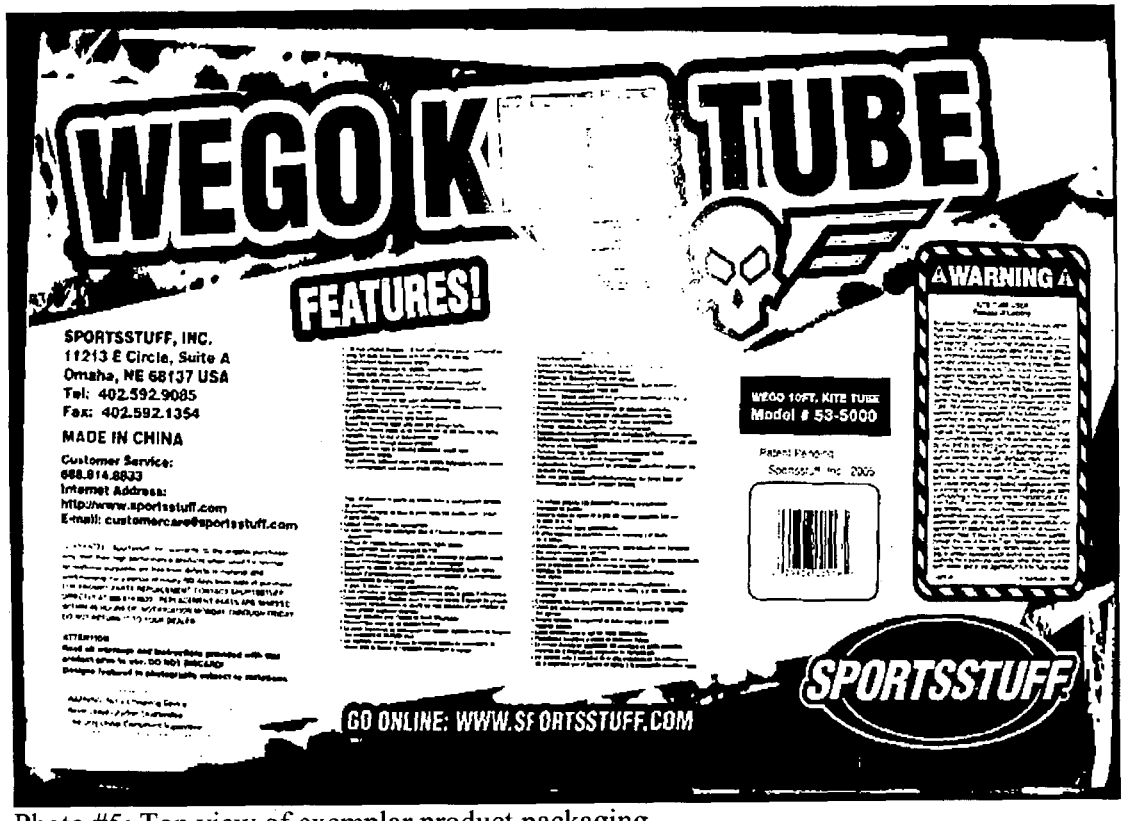


Photo #5: Top view of exemplar product packaging

FEATURES!

- 120 inch inflated diameter (10 foot) with slanted saucer configuration
- 840D full body nylon double skin cover with PU coating
- Computerized double stitched sewing
- Nylon zippered openings for bladder insertion and adjustment
- Multiple mesh drain ports, bar-tacked
- Two heavy-duty PVC bladders-outer ring and slotting cockpit
- Reinforced towing system with molded aluminum connector for quick tow rope connection
- Speed safety valves for fast easy inflation/deflation
- Parallel slotting system with non-slip footsteps and neoprene padding for comfortable foot, knee, and leg use
- 8 padded non-slip handles with knuckle guard
- Heavy-duty starting leash with easy grip sponge balls.
- Reflective Safety piping on all handles and on the outside top taping
- Variable loops for use of detachable leash
- Panoramic see through double windows
- Segmented tow rope is included adjustable length style 45/55/65 foot lengths
- High visibility, billboard style red and yellow watersports safety colors with checkerboard and caution accent striping

Photo #6: Product's features--as listed on exemplar product's top (packaging)

GUARANTEE: Sportsstuff, Inc. warrants, to the original purchaser only, that their high performance products when used for normal recreational purposes are free from defects in material and workmanship for a period of ninety (90) days from date of purchase. FOR PROMPT PARTS REPLACEMENT, CONTACT SPORTSSTUFF DIRECTLY AT 888.814.8833. REPLACEMENT PARTS ARE SHIPPED WITHIN 48 HOURS OF NOTIFICATION MONDAY THROUGH FRIDAY. DO NOT RETURN IT TO YOUR DEALER.

ATTENTION:
Read all warnings and instructions provided with this product prior to use. DO NOT DISCARD!
Designs featured in photography subject to variations.

WARNING: Not a Lifesaving Device.
Never Leave Children Unattended.
Use Only Under Competent Supervision.

Photo #7: Guarantee and warning of top of exemplar product's packaging

⚠ WARNING ⚠

KITE TUBE USER
Release of Liability:

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

110805.05

© Sportsstuff, Inc., 2005

Photo #8: Warning label on exemplar product's top (packaging)

Photo #9: Product information--labeling on front of exemplar product

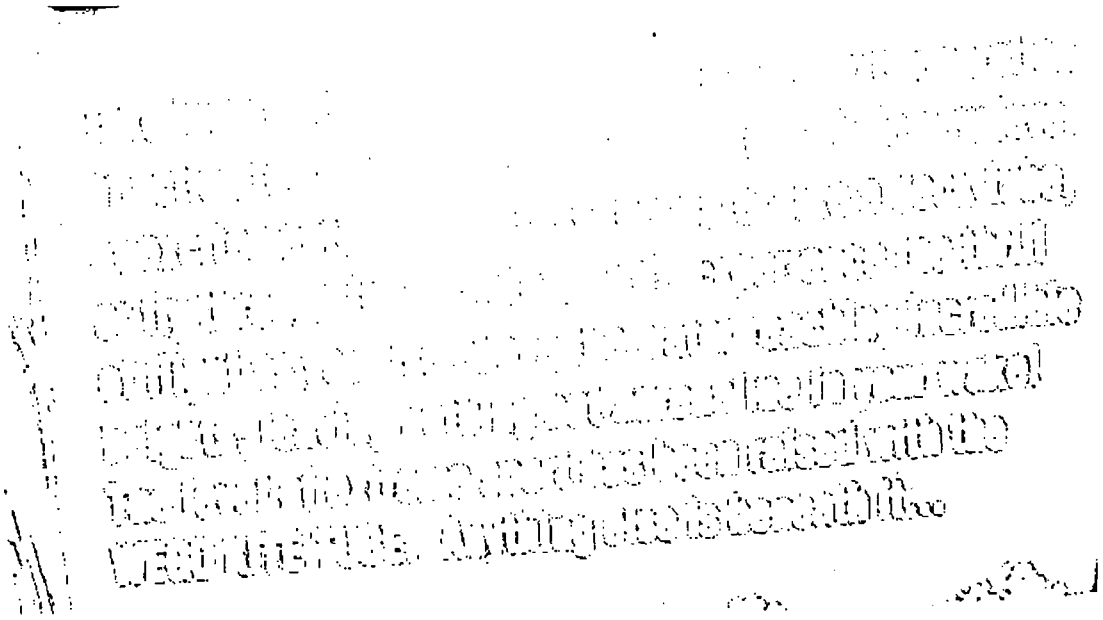


Photo #10: Wording on front of packaging of exemplar product

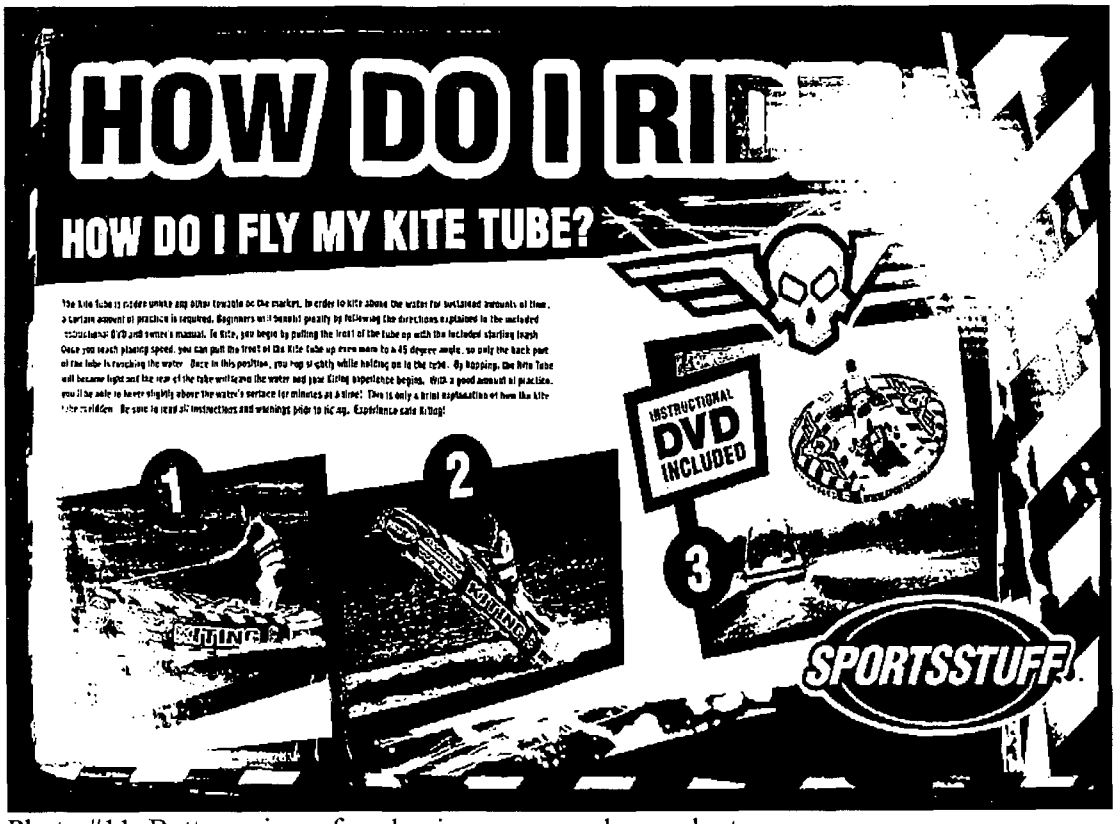
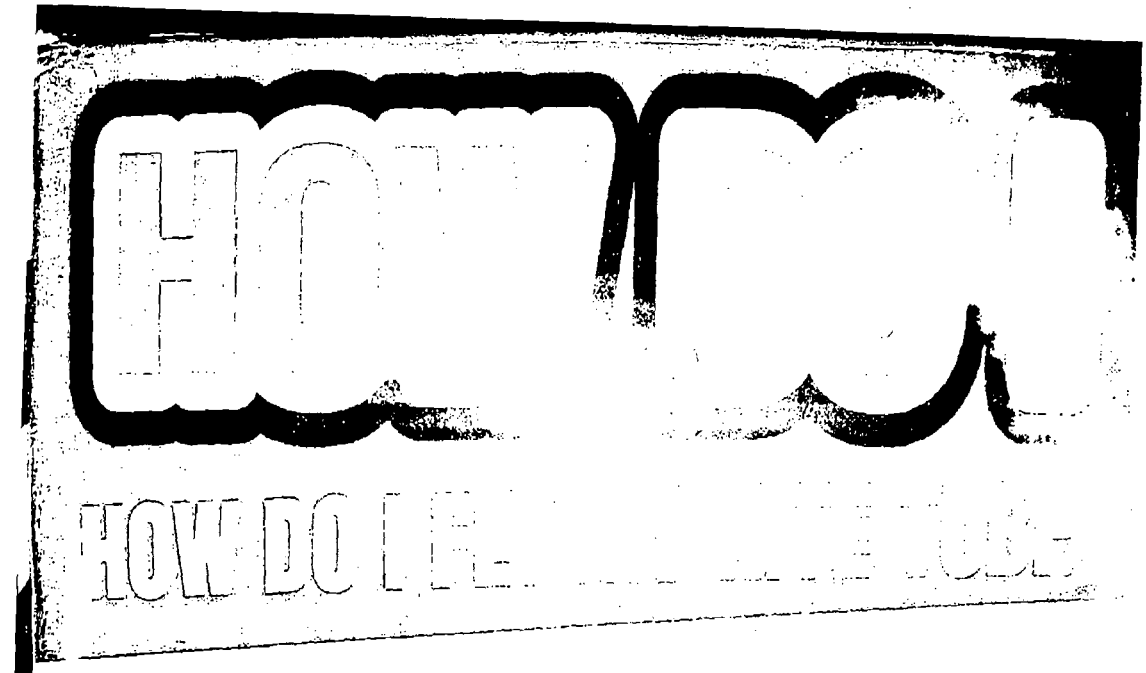


Photo #11: Bottom view of packaging on exemplar product



The Kite Tube is ridden unlike any other towable on the market. In order to kite above the water for sustained amounts of time, a certain amount of practice is required. Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual. To Kite, you begin by pulling the front of the tube up with the included starting leash. Once you reach planing speed, you can pull the front of the Kite Tube up even more to a 45 degree angle, so only the back part of the tube is touching the water. Once in this position, you hop slightly while holding on to the tube. By hopping, the Kite Tube will become light and the rear of the tube will leave the water and your Kiting experience begins. With a good amount of practice, you'll be able to hover slightly above the water's surface for minutes at a time! This is only a brief explanation of how the kite tube is ridden. Be sure to read all instructions and warnings prior to riding. Experience safe Kiting!

Photo #12: Riding instructions on exemplar product (packaging--bottom)

Photo #13: Side view of exemplar product

Photo #14: Product's features--as listed on exemplar product's packaging (side)

U.S. CONSUMER PRODUCT SAFETY COMMISSION

NOTICE OF INSPECTION

1. DATE: 6/16/06

2. TIME: ____ A.M. 12 P.M.

3. FROM (Area Office and Address): CPSC - CFIW (D)

4. TO

A. NAME AND TITLE OF INDIVIDUAL: Vina Ramus, Parts Manager

B. FIRM NAME: Marinemax

C. NUMBER AND STREET ADDRESS: 1363 Embarcadero (1285)

D. CITY, STATE AND ZIP CODE: Oakland, CA 94606

Notice of Inspection is hereby given pursuant to:

- Flammable Fabrics Act (15 U.S.C. 1191 *et seq.*);
- Federal Trade Commission Act (15 U.S.C. 41 *et seq.*);
- Sections 16, 19 and 27 of the Consumer Product Safety Act (15 U.S.C. 2065, 2068 and 2076)
- Section 704(a) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 374(a)) [Authority for inspections in connection with the Poison Prevention Packaging Act of 1970 (15 U.S.C. 1471 *et seq.*)] and/or
- Section 11(b) of the Federal Hazardous Substances Act as Amended (15 U.S.C. 1270(b)).

Refer to the back of this form for a discussion of inspectional authority and for pertinent statutory language.

5. PURPOSES OF INSPECTION AND NATURE OF INFORMATION TO BE OBTAINED AND/OR COPIED.

The purpose of this inspection is to obtain information; to review and obtain copies of items including but not limited to records, reports, books, documents; and labeling; and to obtain samples, in order to enforce or determine compliance with the Acts administered by the Consumer Product Safety Commission.

To inspect/review Wego Kite Tube, including photographs.

6. FREEDOM OF INFORMATION REQUIREMENTS

Those from whom information is requested should state whether any of the information submitted is believed to contain or relate to a trade secret or other matter which should be considered by the Commission to be confidential and whether any of the information is believed to be entitled to exemption from disclosure by the Commission under the provisions of the Freedom of Information Act (15 U.S.C. 552). Any statement asserting

Boating Accident Report

Glen Canyon National Recreation Area
PO Box 1507, Page, Arizona 86040

Exhibit C

060614HCC3603

Form 10-341 (rev. 2006)

U.S. COAST GUARD CASE #	REPORTING AGENCY NPS GLCA	REPORTING AGENCY CASE # 06-0297	INVEST. DATE(S) 04-07-2006
NUMBER OF FATALITIES 0	NUMBER OF INJURIES 1	PROPERTY DAMAGE OVER $500? YES ☐ NO ☒ OVER $2000? YES ☐ NO ☒	COMMERCIAL ☐ RECREATIONAL ☒
DATE OF ACCIDENT 04/07/06	TIME 1400 / BODY OF WATER Lake Powell	[redacted]	
No OF VESSELS INVOLVED 1	NEAREST CITY OR TOWN Page	COUNTY Coconino	STATE AZ

[redacted]

TOTAL NUMBER PASSENGERS 3	NUMBER OF SKIERS OR NUMBER TOWED 1	ESTIMATED SPEED DRIFTING ☐ UNDER 10 MPH ☐ 10-20 MPH ☐ OVER 30 MPH ☒ OVER 40 MPH ☐	
REGISTRATION OR DOCUMENTATION NUMBER Decal W/Colorado 7 [illegible] 07-05	STATE UT	HULL IDENTIFICATION NUMBER (HIN) [illegible]	BOAT NAME None
LENGTH 22	YEAR BUILT 2004/05	MANUFACTURER Cobalt	MODEL 240SD
NAME OF OWNER Cobalt Parasol	NUMBER OF ENGINES 1	TOTAL HORSEPOWER [illegible]	
OWNER ADDRESS 430[illegible] Stone Creek, Provo UT 84604		OWNER TELEPHONE NUMBER (801) 224-[illegible]	

INFO. OPERATOR ONLY	LAST N/A	FIRST	MI	PED WORN YES ☐ NO ☐	HOME PHONE
	ADDRESS			WORK PHONE	TYPE VESSEL ONLY NUMBER DEAD NUMBER INJURED
SEX M	WEIGHT	HEIGHT	EYES	HAIR	DATE OF BIRTH
DRIVERS LICENSE NUMBER		STATE	SSN		
OPERATOR'S EXPERIENCE – IN HOURS ☐ UNDER 10 ☐ 10 TO 100 ☐ 100 TO 500 ☐ OVER 500				OPERATOR'S INSTRUCTION IN BOATING SAFETY ☐ STATE COURSE ☐ US POWER SQUADRON ☐ USCG AUXILIARY ☐ NONE ☐ INTERNET COURSE (SPECIFY) ____ ☐ OTHER (SPECIFY) ____	

NAME PASSENGER 1	DOB M / F	ADDRESS TELEPHONE #	GLEN CANYON NRA	PED WORN YES ☐ NO ☐
NAME PASSENGER 2	DOB M / F	ADDRESS TELEPHONE #	COPY	PED WORN YES ☐ NO ☐
NAME PASSENGER 3	DOB M / F	ADDRESS TELEPHONE #		PED WORN YES ☐ NO ☐

TOTAL NUMBER PASSENGERS	NUMBER OF SKIERS OR NUMBER TOWED	ESTIMATED SPEED DRIFTING ☐ UNDER 10 MPH ☐ 10-20 MPH ☐ 20-30 MPH ☐ OVER 30 MPH ☐		
REGISTRATION OR DOCUMENTATION NUMBER	STATE	HULL IDENTIFICATION NUMBER (HIN)	BOAT NAME	
LENGTH	YEAR BUILT	MANUFACTURER	MODEL	
NAME OF OWNER		NUMBER OF ENGINES	TOTAL HORSEPOWER	

Date 6/15/06

WEATHER (CHECK ALL APPLICABLE)

- [x] CLEAR
- [ ] RAIN
- [ ] CLOUDY
- [ ] SNOW
- [ ] FOG
- [ ] HAZY

WATER CONDITIONS

- [x] CALM (WAVES < 0.5')
- [ ] CHOPPY (0.5' - 2')
- [ ] ROUGH (2' - 6')
- [ ] VERY ROUGH (> 6')
- [ ] STRONG CURRENT

TEMPERATURES

AIR [illegible] °F

WATER [illegible] °F

WIND DIRECTION (MPH)

- [x] LIGHT (0-10 MPH)
- [ ] MODERATE (11-14 MPH)
- [ ] STRONG (15-25 MPH)
- [ ] STORM (OVER 25 MPH)
- [ ] NONE

VISIBILITY

- [ ] DAY
- [x] NIGHT
- [x] GOOD
- [ ] FAIR
- [ ] POOR

BOAT TYPE

#1	#2	
[x]	[ ]	OPEN MOTORBOAT
[ ]	[ ]	ROWBOAT
[ ]	[ ]	PERS. WATERCRAFT
[ ]	[ ]	AUXILIARY SAIL
[ ]	[ ]	HOUSEBOAT
[ ]	[ ]	CABIN MOTORBOAT
[ ]	[ ]	SAIL (ONLY)
[ ]	[ ]	CANOE/KAYAK
[ ]	[ ]	PONTOON BOAT
[ ]	[ ]	OTHER (SPECIFY)

HULL MATERIAL

#1	#2	
[ ]	[ ]	WOOD
[ ]	[ ]	STEEL
[ ]	[ ]	RUBBER/VINYL
[ ]	[ ]	ALUMINUM
[x]	[ ]	FIBERGLASS
[ ]	[ ]	WOOD HULL OVERLAY
[ ]	[ ]	OTHER (SPECIFY)
[ ]	[ ]	CANVAS

ENGINE

#1	#2	
[ ]	[ ]	OUTBOARD
[ ]	[ ]	INBOARD
[x]	[ ]	STERNDRIVE (I/O)
[ ]	[ ]	AIRBOAT
[ ]	[ ]	ELECTRIC

PROPULSION

#1	#2	
[x]	[ ]	PROPELLER
[ ]	[ ]	AIR THRUST
[ ]	[ ]	MANUAL
[ ]	[ ]	WATER JET
[ ]	[ ]	SAIL

OTHER ____

RENTAL BOAT

	YES	NO
VESSEL #1	[ ]	[x]
VESSEL #2	[ ]	[ ]

FUEL

#1	#2	
[x]	[ ]	GASOLINE
[ ]	[ ]	DIESEL
[ ]	[ ]	ELECTRIC

CAUSE OF ACCIDENT

RANK BY NUMBER IN ORDER OF IMPORTANCE (ALL THAT APPLY - BUT NO MORE THAN 3)

#1	#2	
[ ]	[ ]	WEATHER
[ ]	[ ]	OVERLOADING
[ ]	[ ]	RESTRICTED VISION
[ ]	[ ]	IMPROPER LOADING
[ ]	[ ]	FAIL TO YIELD
[x]	[ ]	OPERATOR INEXPERIENCE
[ ]	[ ]	OPERATOR INATTENTION
[ ]	[ ]	PASSENGER/USER BEHAVIOR
[ ]	[ ]	RECKLESS OPERATION
[ ]	[ ]	EXCESSIVE SPEED
[ ]	[ ]	NO SKI OBSERVER
[ ]	[ ]	SKI OBSERVER NOT OBSERVING
[ ]	[ ]	HAZARDOUS WATERS
[ ]	[ ]	DRUG USE
[ ]	[ ]	ALCOHOL USE
[ ]	[ ]	EQUIPMENT FAILURE
[ ]	[ ]	NAVIGATION LIGHTS/DISPLAY
[ ]	[ ]	CONGESTED WATERS
[ ]	[ ]	BOAT FAILURE
[ ]	[ ]	CARBON MONOXIDE
[ ]	[ ]	OTHER

OPERATION AT TIME OF ACCIDENT

#1	#2	
[x]	[ ]	CRUISING
[ ]	[ ]	CHANGING DIRECTION
[ ]	[ ]	CHANGING SPEED
[ ]	[ ]	DRIFTING
[ ]	[ ]	TOWING
[ ]	[ ]	BEING TOWED
[ ]	[ ]	ROWING/PADDLING
[ ]	[ ]	SAILING
[ ]	[ ]	LAUNCHING
[ ]	[ ]	DOCKING/UNDOCKING
[ ]	[ ]	AT ANCHOR
[ ]	[ ]	TIED TO DOCK/MOORED
[ ]	[ ]	OTHER

ACTIVITY AT TIME OF ACCIDENT

(CHECK ALL THAT APPLY)

#1	#2	
[ ]	[ ]	RECREATIONAL
[ ]	[ ]	FISHING
[ ]	[ ]	TOURNAMENT
[ ]	[ ]	HUNTING
[ ]	[ ]	SWIMMING/DIVING
[ ]	[ ]	MAKING REPAIRS
[x]	[ ]	WATERSKIING/TUBING ETC
[ ]	[ ]	TOWING OTHER VESSEL
[ ]	[ ]	RACING
[ ]	[ ]	WHITEWATER SPORTS
[ ]	[ ]	BUSING
[ ]	[ ]	NON-RECREATIONAL
[ ]	[ ]	OTHER

PERSONAL FLOATATION DEVICES

	VESSEL #1		VESSEL #2	
WAS THE VESSEL ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED FLOTATION DEVICES?	[x] YES	[ ] NO	[ ] YES	[ ] NO
WERE THEY ACCESSIBLE?	[x] YES	[ ] NO	[ ] YES	[ ] NO
WERE THEY PROPERLY SIZED?	[x] YES	[ ] NO	[ ] YES	[ ] NO
WAS THROWABLE USED?	[ ] YES	[x] NO	[ ] YES	[ ] NO

EQUIPMENT

	VESSEL #1	VESSEL #2
FIRE EXTINGUISHER ON BOARD?	[x] YES [ ] NO	[ ] YES [ ] NO
FIRE EXTINGUISHER USED?	[ ] YES [x] NO	[ ] YES [ ] NO
FLAME ARRESTOR/CONTROL?	[ ] YES [ ] NO	[ ] YES [ ] NO
SOUND PRODUCING DEVICE?	[x] YES [ ] NO	[ ] YES [ ] NO
REQUIRED NUMBER(S)?	[ ] YES [ ] NO	[ ] YES [ ] NO

NAME	ADDRESS	TELE #
None		

06-0471

ALCOHOL or DRUG USE

HOW LONG HAD OPERATOR BEEN ON THE WATER BEFORE THIS ACCIDENT OCCURRED?
VESSEL #1 2 hours VESSEL #2

WAS THERE ANY LIQUOR OR ALCOHOLIC BEVERAGES ON BOARD DURING OPERATION OF
VESSEL? ☒ NO IF YES
VESSEL #1 AMOUNT AND TYPE
VESSEL #2 AMOUNT AND TYPE

ALCOHOL/DRUG USE	VESSEL #1	VESSEL #2
ALCOHOL/DRUG USE APPARENT	☐ YES ☒ NO	☐ YES ☐ NO
OUI ALCOHOL	☐ YES ☒ NO	☐ YES ☐ NO
OUI DRUGS	☐ YES ☒ NO	☐ YES ☐ NO
OUI ALCOHOL/DRUGS	☐ YES ☒ NO	☐ YES ☐ NO
HAD BEEN DRINKING	☐ YES ☒ NO	☐ YES ☐ NO

OPERATOR TEST RESULTS

	VESSEL #1	VESSEL #2
BLOOD		
BREATH		
URINE		
OTHER		
NONE		

DID ANY OF THE PASSENGERS CONSUME ANY ALCOHOL

VESSEL #1	VESSEL #2
☐ YES ☒ NO	☐ YES ☐ NO

COULD THE ACTIONS OF THE PASSENGERS HAVE CONTRIBUTED TO THE ACCIDENT? IF YES, DESCRIBE
No

VIOLATIONS AND CITATION DATA

NAME N/A
VESSEL # N/A
VIOLATION CODE(S)

NAME
VESSEL #
VIOLATION CODE(S)

NAME
VESSEL #
VIOLATION CODE(S)

NAME
VESSEL #
VIOLATION CODE(S)

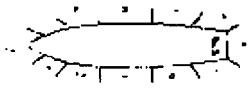
DAMAGED PROPERTY OTHER THAN VESSELS

NAME OF OWNER OF DAMAGED PROPERTY	DESCRIBE OTHER PROPERTY AND ESTIMATED DAMAGE	ADDRESS
No property damage	N/A	N/A

VESSEL DAMAGE

VESSEL #1 DAMAGE ESTIMATE: $ N/A

DENOTE INITIAL IMPACT POINT
CIRCLE NUMBERS OF ALL OTHER DAMAGED AREAS
DESCRIBE DAMAGE



VESSEL #2 DAMAGE ESTIMATE: $ N/A

DENOTE INITIAL IMPACT POINT
CIRCLE NUMBERS OF ALL OTHER DAMAGED AREAS
DESCRIBE DAMAGE

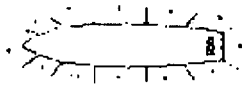
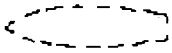


DIAGRAM BELOW THE POSITION AND DIRECTION OF TRAVEL OF VESSEL(S) INVOLVED


BEFORE IMPACT

AT IMPACT

AND AFTER IMPACT

Summary:
Dispatched to single person skier/tuber injury boat accident. Responded to Antelope Point where Classic Lifeguard Air Medical Service was on scene with the injured subject. Injured subject was flown to Flagstaff, we remained on scene to conduct a boat accident investigation.

Assignment:
At approximately 1400 hours on 04-07-06, Ranger Stolhand and I were requested to assist with a medical and boat accident investigation at Antelope Point launch ramp.

[redacted]

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M Hauer
6/5/06

NOT TO SCALE

Narrative:

REPORTING OFFICER OR INDIVIDUAL

DATE REPORT FORWARDED TO: US COAST GUARD ____ STATE REPORTING AUTHORITY ____ USDOI/OPC/OHA ____ OTHER (AGENCY) ____

U.S. COAST GUARD STANDARDS BRANCH NOTIFIED FOR POSSIBLE CONSIDERATION OF DEFECT NOTIFICATION ☐ YES ☐ NO DATE ____

REPORTING OFFICER'S NAME (PRINT)	PHONE 928-605-6501	AGENCY	DATE
REPORTING OFFICER'S SIGNATURE		AGENCY ADDRESS	
REVIEWED BY (PRINT)	SIGNATURE		DATE

(DO NOT USE) STATE BOATING ADMINISTRATOR

CAUSES BASED ON (CHECK ONE): [ ] THIS REPORT [ ] INVESTIGATION AND THIS REPORT [ ] INVESTIGATION [ ] COULD NOT BE DETERMINED	SIGNATURE OF BOATING LAW ADMINISTRATOR OR AGED REVIEWING OFFICER	DATE RECEIVED
PRIMARY CAUSE OF ACCIDENT	SECONDARY CAUSE OF ACCIDENT	

Glen Canyon National Recreation Area
Voluntary Statement

Case # 06-0217

Return this Form to the Ranger Erika Jostad

Last Name of Witness	First	M.I.	Telephone	Drivers Lic#	SSN	Date of B
[redacted]						

Leaving immediately	By telephone

I Witness did not sign (official signature of witness) do hereby make the following statement of my own free will.

Incident Kite tube accident

Location Lake Powell, offshore from Antelope Point near turn off to Padre Bay

on the 3rd day of April 2006 at _____ AM/PM.

"You are notified that statements you are about to make may be presented to a magistrate or a judge in lieu of your sworn testimony at a preliminary examination. Any false statement you make and that you do not believe to be true may subject you to criminal punishment as a class A misdemeanor."

Statement:

Pulling Casey on A Kite tube and tube Flipped while we were pulling him and he hit the water and he was knocked out

Witness Signature: Witness did not sign

Date:

Officer Signature:

Date: 4-7-06

Time: 1010

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 1

SPORTSSTUFF

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 2

KITE TUBE DESCRIPTION

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

KITE TUBE SPECIFICATIONS

- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 3

KITE TUBE ASSEMBLY AND INFLATION

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles in the cover when the tube is properly inflated.

IMPROPER INFLATION

PROPER INFLATION

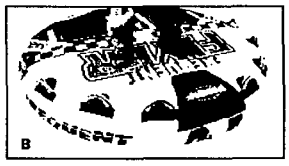

Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to stretch. The boat/watercraft cannot plane off and extra gas is consumed.

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it sit on the beach, dock, or boat/watercraft full of air! If it is stored out of the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- Leaf Blower
- Vacuum with two-way switch

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use with standard electric pumps, shop vac, wet vac, leaf blowers, and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) to top off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unit will inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on the slotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

WegoKiteTubeManual2006.qxd 11/10/05 6:14 PM Page 5

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

KITE TUBE CARE AND MAINTENANCE

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep in a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cover and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

KITE TUBE TETHER TOW ROPE

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous towable tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 6

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL.
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you use a low tow point on the rear transom of the boat or tow hook.

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height above the water and can get thrown higher. At a boat speed of 10 and 20 mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 7

other immovable objects.
• Be aware of natural wind breaks and barriers that change the wind flow.
• Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
• Maximum 1 rider capacity
• Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
• Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
• 10 and 2 o'clock are the best control hand positions.
• Hang time, Kite time, can be 1 second or many minutes.
• Length of hang time depends on the wind, boat speed and rider weight.
• A straight boat heading into the wind creates the optimum Kiting performance.
• Ballet performance is what you are looking for (up and down).
• Use the large panoramic window to see the boat and to view rider height.
• Force the tube down by pushing your weight down with a swift, sitting motion.
• Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
• Use the handles to adjust left to right balance.
• Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
• Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
• Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
• A rider that falls or is ejected should try to fall away from the Kite Tube.
• Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

• Driver should be at least 16 years of age and pass a coast guard approved boating course.
• Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
• Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
• Maintain constant communication with spotter about the Kite Tube and its performance.
• Adjust boat speed to reduce the height of the Kite Tube.
• The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
• Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
• Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
• Never Kite higher than you want the rider to fall, adjust your speed.

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45° angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 9

• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 10

WIND SPEED AND EFFECT

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WegoXiteTubeManual2006.qxd 11/10/05 6:34 PM Page 11

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: **http://www.sportsstuff.com**

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 1

SPORTSSTUFF

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 2

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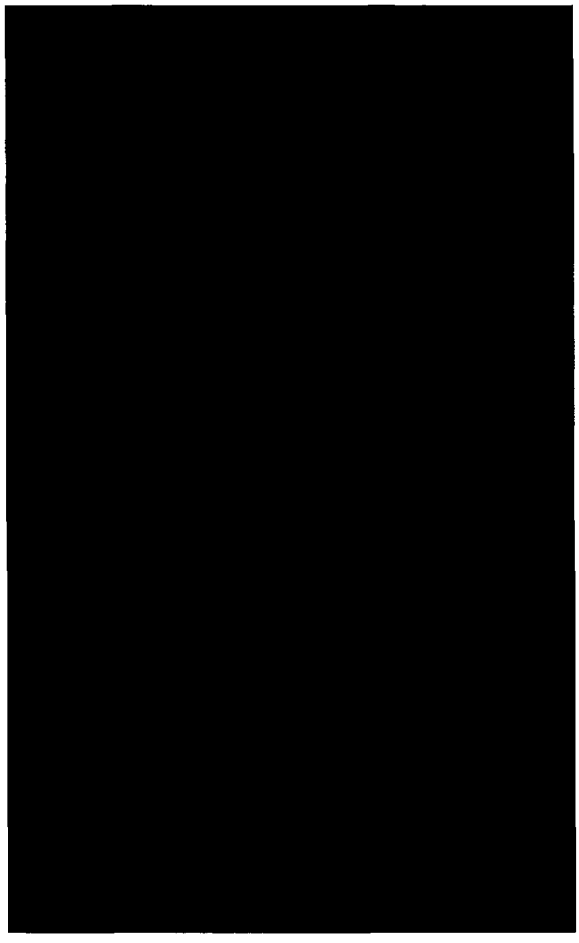
GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 3

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 4



GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 5

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

⚠ WARNING! SPOTTERS NOTICE: ⚠

⚠ WARNING! RIDERS NOTICE: ⚠

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 6

[redacted]

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 7

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code". It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

Warnings

and

Guidelines for Use

September 2004

TABLE OF CONTENTS

SECTION 1	SKIS	
TAB 1(A)	SKI: ON PRODUCT WARNING	1
TAB 1(B)	HIGH PERFORMANCE SKI BINDING: ON PRODUCT WARNING	2
TAB 1(C)	OPERATOR'S MANUAL: SKI AND BINDING	3
SECTION 2	WAKEBOARDS	
TAB 2(A)	WAKEBOARD: ON PRODUCT WARNING	7
TAB 2(B)	HIGH PERFORMANCE WAKEBOARD BINDINGS: ON PRODUCT WARNING	8
TAB 2(C)	OPERATOR'S MANUAL: WAKEBOARD AND WAKEBOARD BINDING	9
SECTION 3	KNEEBOARDS	
TAB 3(A)	KNEEBOARD: ON PRODUCT WARNING	13
TAB 3(B)	KNEEBOARD STRAP: ON PRODUCT WARNING	14
TAB 3(C)	OPERATOR'S MANUAL: KNEEBOARD	15
SECTION 4	ROPES	
TAB 4(A)	SKI TOW ROPE: ON PRODUCT WARNING	18
TAB 4(B)	ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING	19
TAB 4(C)	OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE	20
SECTION 5	INFLATABLE TUBES	
TAB 5(A)	INFLATABLE TUBE: ON PRODUCT WARNING	24
TAB 5(B)	OPERATOR'S MANUAL: INFLATABLE TUBE	26
SECTION 6	WAKESURFER	
TAB 6(A)	WAKESURFER: ON PRODUCT WARNING	30
TAB 6(B)	OPERATOR'S MANUAL:WAKESURFER	31

TAB 4(B) -- ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING

[In the following warning, fill in the appropriate information for the strength of the rope.]

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.]

MANUFACTURER'S GUIDELINES FOR USE

1) The warning is FOR USE ON ROPE FOR TOWING INFLATABLE TUBE.

2) Warning should be securely attached to the tow rope within six feet of rope where it attaches to inflatable tube. Warning should be attached in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen by user prior to use.

7) Manufacturer should list on the tube rope packaging and in the instructions the maximum number of riders intended for towing using this tube rope, and list the average tensile strength of the rope.

8) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

TAB 4(C) -- OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE:

SKI TOW ROPE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/kneeboards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

[In the following warning, fill in the appropriate information for the strength of the rope.]

ROPE FOR TOWING INFLATABLE TUBE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- It is the responsibility of the watercraft owner/operator to know and inform all persons riding or using tow ropes of the information presented herein. Unsafe operation by watercraft driver will endanger you and others.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling

for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.

- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
- Check the rope, handle, and/or connectors for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks which can cause rope to snap back and may hit the occupants of the watercraft which could result in injury or death.
- Never put arms, legs or head in the handle section, since injury or death may result. Never wrap rope around any part of your body prior to or during use or when retrieving rope.
- Do not use a tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or occupants of watercraft.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The product should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling. Some chemicals may affect the rope. If the product become tacky or changes color or appearance, do not use.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales outside the normal seating area of the boat. Uneven weight distribution or additional weight

may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should be **PROVIDED TO THE PURCHASER OF A SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

TAB 5(A) – INFLATABLE TUBE: ON PRODUCT WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal floatation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

MANUFACTURER'S GUIDELINES FOR USE

1) This warning is FOR USE ON TOWABLE TUBES.

2) Warning should be securely attached to (or printed on) the tube or surrounding skirt in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use only highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen prior to use.

7) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

SPECIAL MANUFACTURING INSTRUCTIONS

8) Manufacturer should list on the packaging and in the instructions the maximum number of riders recommended for the product, and the average tensile strength of the rope necessary for pulling the tube and its rider(s).

[Insert appropriate number of people for this tube, corresponding average weight for the people, and the average tensile strength of the rope required in the following message which should appear on the packaging.]

Number of Riders	Average Weight of Riders	Average Rope Tensile Strength
One	170 Lbs.	1500 Lbs.
Two	340 Lbs.	2375 Lbs.
Three	510 Lbs.	3350 Lbs.
Four	680 Lbs.	4100 Lbs.

⚠ WARNING

Use of this product and participation in the sport of tubing involves inherent risks of injury or death. Before using this tube, read the owner's manual carefully.
This tube is designed to carry no more than ____ persons or _____ lbs.
Use a tow rope of at least ____ lbs. Average tensile strength for pulling this tube and its rider(s).
The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

TAB 5(B) -- **OPERATOR'S MANUAL: INFLATABLE TUBE**

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- Carefully read this manual and follow the instructions.
- Only use your tube with a responsible watercraft operator who knows how to operate a watercraft properly.
- Take all reasonable precautions in the use and operation of your tube and boat.
- Teach anyone using your tube how to attach it to the rope, how to ride it, and how to maintain it.
- Use a single tube for not more than one rider and no more than two riders for a double tube. Do not exceed the manufacturer's recommended number of riders for your particular tube.
- If the tube is designed for more than one person, take extra precaution to avoid colliding with one another.
- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

- Never strap or attach anyone to the tube or cover. Never put your feet or hands through the strapping of the towing system or handles. Never wedge your hands or feet under the cover or between the cover and the tube.
- Never attempt jumps or dangerous tricks with your tube. If more than one tube is being towed, avoid collisions with other tubes.
- Scout the area before use to avoid any debris or obstacles that might present a safety hazard.
- Know your own limits. Stop when you are tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable tube.
- Check the rope and connector for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks.
- Do not use tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or boat occupants.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The tow rope should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales

outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should **BE PROVIDED TO THE PURCHASER OF AN INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form, etc.) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

ON TUBE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceeds skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of 1500 lbs. average tensile dtrength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling three people and 4100 lbs. average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

Photo #1: Water Sports Industry Association warning on regular tubing

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/knee-boards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use.

ROPE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing up to a maximum of ___ (one, two, three four) people or ___ (170, 340, 510, 680) pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

TUBE ROPE WARNING

Photo #2: Water Sports Industry Association rope and tube rope warnings

Glen Canyon NRA
Determination of Public Access or Restriction

Affected Area/Topic Common Name:

A restriction concerning kite tubing, kite boarding, and parasailing.

Location of Affected Area:

All waters, air, and land areas of Glen Canyon NRA.

Nature of Action/Restriction/Closure:

A general restriction specific to recreational activities commonly referred to as kite tubing, kite boarding, and parasailing. This restriction applies to any activity requiring a tow vessel for the purpose of sustained air travel above the water surface, and any water based recreational activity that relies on tethered parafoils, parachutes, kites, wings, or other tethered apparatus for propulsion across the water surface resulting in sustained air travel. This restriction is not intended to limit or curtail activities associated with conventional recreational pursuits including sailing, sail boarding, water skiing, knee boarding, or wake boarding.

Level of Scope of Closure/Restriction:

This is a general restriction specific to all waters and areas within Glen Canyon NRA to specific recreational activities known as kite tubing, kite boarding, and parasailing.

Proposed Regulatory Language (36 CFR section/wording):

36 CFR 1.5 (a)2

Kite tubing, parasailing, and similar activities requiring a tow vessel or tow vehicle for the purposes of providing air flight of participants and/or apparatus are prohibited within the boundaries of Glen Canyon NRA. Kite boarding, kite surfing, and similar tethered activities requiring a parasail, kite, wing, or similar tethered apparatus attached to the participant or floatation device, for the specific purpose of providing propulsion or air flight are prohibited.

Definitions:

Kite tubing is a generic term used to describe certain water based recreational pursuits involving the use of tethered floatation devices designed to rise above the surface of the

water. This term is used to describe recreational activities associated with the use of manufactured devices such as the WEGO "Kite Tube", SEVYLOR "Manta", and similar apparatus.

Kite boarding is a generic category of recreational activities associated with floatation devices designed for water and air travel propelled by tethered parafoils, parachutes, wings, kites, or other similar apparatus.

Parasails are a generic family of devices dependent on parafoils, parachutes, wings, or similar apparatus towed by vessels with long tow lines for the purposes of sustained air travel.

Justification:

In April of 2006 the first observation of kite tubing was made at Glen Canyon NRA. This observation was made secondary to a call for EMS intervention to rescue a severely injured man who had been crushed by a Kite Tube inverting and crashing. This person suffered severe trauma to their neck and chest resulting in a near drowning incident. This incident was documented in CI# 06 0297. Since this first accident three other severe injuries,(CI# 06-941, 06-1301, 06-1334), and multiple minor accidents attributed to kite tubing have occurred within the recreation area. Glen Canyon staff have air lifted 4 patients from the lake, with three suffering life threatening injuries. Subsequent viewings of various kite tubing promotional materials indicates a steep learning curve for the "operator" to establish the correct balance and steering to keep the kite tube from veering violently from side to side and/or up and down. The manufacturer's videos show sequences where the kite tube appears to be primarily out of control. In addition numerous personal videos of actual accidents have been recorded and collected showing the unpredicted violent out of control nature of this activity. Due to the unpredictable nature of the crafts "flight", it is dangerous and inappropriate to permit this activity to occur in proximity to other visitors recreating on the lake, nor is it prudent to allow an inherently unstable and dangerous activity to establish a user/participant precedent.

Kite tubing presents many of the same risks as "cliff jumping" which is a prohibited activity in the NRA. Kite tubes have the potential to rise to 60' above the water surface while traveling at speeds of 35-40 mph. Because of the uncontrolled nature of kite tube falls or crashes, the "operator" often impacts the water surface at high speeds, near vertical angles, and unusual body positions, significantly increasing the risk of injury. (See attached list of case incidents.)

Kite boarding represents a separate, but similar, set of risks and dangers to visitors at Glen Canyon NRA because of the basic uncontrolled nature of the kite board and the attached operator which is dependent on wind to provide lift and propulsion. Kite boarders are dependent on air movement and have little control concerning the general direction of travel, which may interfere with other visitors engaged in traditional water recreation activities such as sailing, water skiing, fishing, etc. In addition the lines and

cables attaching the kite boarder to the parafoil or wing pose potential safety concerns to other boaters or park visitors that may be struck or collide with these lines. Kite boarding, due to the generally uncontrolled speed and direction of travel of the kite board, requires large, open, and empty expanses of water, which often is not available at Glen Canyon NRA because of competing visitor uses.

Parasailing also represents potential risks and dangers to parasailing participants as well as other park visitors. Parasailing requires extremely long lines, often in excess of 1000', generally straight line boat travel, and large open spaces of shoreline or water surface for landing, which increases the risk of interference or collision with other park visitors. Because the parasail tow boat requires sustain forward momentum to keep the parasailer air borne, it is extremely difficult for the tow vessel to maneuver or stop quickly to avoid other vessels or water hazards. The NRA has responded to calls for emergency assistance and rescue services because of serious injuries sustained in parasailing accidents. (See attached list of case incidents.)

Kite tubing, kite boarding, and parasailing are incompatible with the current spectrum of permissible recreational opportunities available at Glen Canyon NRA. While Lake Powell offers what appears to be a vast expanse of open water and endless space, impacts and conflicts among various user groups occur frequently due to the relatively restricted water channels and high level of visitor use. Kite tubing, kite boarding, and parasailing require large amounts of space and unpopulated surface waters and have the potential to disrupt established recreational pursuits. Kite tubing, kite boarding, and parasailing may require long tow ropes, large open water surfaces for takeoffs and landings and, because of their air borne attachments can not maneuver or stop abruptly. To avoid inevitable accidents caused by kite tubing, kite boarding, and parasailing, as well as conflicts and accidents involving traditional park user groups not accustomed to the special operational needs of these dangerous air borne activities, the NRA has chosen to prohibit kite tubing, kite boarding, and parasailing.

(SEE ATTACHMENTS & DATA FILES)

NEPA, Cultural Resources Requirements:

None Required.

Proposed by: Mark Law, Law Enforcement Specialist, GCNRA

Proposal Implementation Date: 6-15-06

Method of Public Notification:

Notification of this closure restriction pertaining to towed aerial watercraft will be made through local and regional media services, park publications, park web-site, and posted on area information bulletin boards. (See attachments.)

Reviewed By: Mike Mayer **Date**
Chief Ranger Visitor and Resource Protection

Determination: **Adopted** **Rejected**

Kitty L. Roberts **Date**
Superintendent
Glen Canyon National Recreation Area

060614HCC3603 Exhibit H

National Park Service
U.S. Department of the Interior

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GLEN CANYON NATIONAL RECREATION AREA

Kite Tubing Safety Alert

Over the past month, the park has experienced a sharp upswing in visitor accidents and injuries due to kite tubing on the lake.

Kite tubes were introduced into the market this past winter and have proven to be extremely dangerous. During the past three weeks, Glen Canyon staff have airlifted four people from the lake, with three suffering life threatening injuries. Kite tubes are large, round, ten-foot tubes with a solid fabric floor in the bottom. As the tube is pulled forward, the front of the tube is lifted and air catches the floor of the tube and lifts it out of the water with the rider on top of the tube.

In all cases at Glen Canyon NRA, the riders were being pulled at 25 to 35 mph with a head on or quartering wind. The tubes would rise uncontrollably 15 to 25 feet into the air and immediately invert and accelerate back to the water. The combined forward speed of the boat, plus the additional accelerated downward speed is driving these victims into the water at speeds near 50+ mph. For additional details on the accidents, see the related incident report in today's edition.

Interviews with friends and family members of accident victims have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor injury accidents occurred prior to the incidents that required advanced life support. All victims were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged down to the water surface. The injuries seen are consistent with deceleration impact events that cause internal trauma. Victims have reported coughing up blood, torn muscles, whiplash type injuries, broken ribs, punctured lungs and cervical fractures.

Glen Canyon NRA has initiated discussion and contact with the National Association of State Boating Law Administrators (NASBLA) and will be providing a national safety alert through their organization very soon. In addition, the Consumer Product Safety Commission has been notified regarding this emerging threat and efforts are being made to disseminate more information on this activity through them.

One of the park's weekend accidents resulted in a major neck injury. A news video from KUTV in Salt Lake City and a second KUTV video clip on an incident at Lake Mead can be viewed by clicking on the links listed below (a flash player is needed to view them):

http://www.kutv.com/video/?id=16192@kutv.dayport.com

http://www.kutv.com/video/?id=16155@kutv.dayport.com

A prohibition on cliff jumping was put in place at Glen Canyon last year after an increase in injuries and fatalities associated with this activity. Although controversial in the beginning, it has been widely accepted and the park has received many positive comments back on this prohibition. A review of the data indicated that a significant increase in injury and death occurred at jumps higher than 15 feet. The last cliff jumping fatality occurred from 70 feet, with a calculated speed of about 50 mph when the victim impacted the water.

Similar circumstances apply in this case. All kite tubers reported that they were traveling at 30 to 35 mph and most were 15 to 20 feet in the air when they were either ejected or turned upside down and accelerated back to the water. Another 10 to 20 mph of speed is added to their forward speed, so the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equivalent of a 70 foot cliff jump, with the added component of the victims having no control over how they enter or impact the water.

060614HCC3603 Exhibit H

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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headline.cfm?type=Announcements&id=4523 Posted: June 08, 2006
[Back]

060614HCC3603

GLCA KITE TUBING

6/14/2006

Exhibit H

CASE #	DATE	RANGER	INCIDENT	COMMENTS
06-0297	4/7/2006	CLASSIC	EMSALS (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0297	4/7/2006	JOSTAD	ACCKITEPI (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0941	5/22/2006	BF CLINIC	EMSALS (serv)	34 YOM KITE TUBING ACCIDENT
06-0941	5/22/2006	VANDRAGT	ACCKITEPI (serv)	34 YOM KITE TUBING ACCIDENT
06-1301	6/2/2006	MOWAT	EMSALS (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1334	6/3/2006	STARK	EMSBLS (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	ACCKITEPI (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	SAR (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1301	6/2/2006	MOWAT	ACCKITEPI (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1526	6/10/2006	SAMPLE	ASSTCTZN (serv)	VERBAL CONTACT WITH KITE TUBER
06-1533	6/10/2006	LARSON	ASSTCTZN (serv)	EDUCATIONAL CONTACT FOR KITE TUBING

Exhibit H

CRNUMBE	INCIDENT	DATE	LOCAT	REMARKS
00-0523	ACCOTHPI (serv)	4/28/2000	BF	21 YOM BROKEN RIGHT ANKLE FROM PARASAILING ACCIDENT
01-0298	ASSTCTZN (serv)	4/11/2001	DR	DISABLED SAILBOAT
01-1344	FOUNDPROP (serv)	6/7/2001	HC	12 FT SAILBOAT WATERSKIS
01-1822	ACCBTPDO (serv)	6/13/2001	WW	SAILBOAT TIPPED OVER
01-3471	ACCBTPI (serv)	7/24/2001	WW	PARASAILING ACCIDENT
01-4366	ACCBTPI (serv)	8/16/2001	BF	PARASAILING ACCIDENT
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING ACC
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING
02-1741	FOUNDPROP (serv)	6/25/2002	HI	SAIL WHITE/ORANGE
03-4718	PTIIOTH (pt2nt)	10/17/2003	WW	VW TO SUBJECT FOR PARASAILING
05-1295	EMSBLS (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN
05-1295	ACCOTHPI (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN

060614HCC3603

6-16-06; 4:14PM;G. L. C. A. DISPACH ;9286086315 # 16/ 17

Exhibit H

CRNUMBE	INCIDENT	LOCAT	DATE	REMARKS
91-2839	COMILLOP	WW	8/28/1991	PARASAILING THE THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN PARK
91-3565	EMSALS	BF	10/11/1991	PARASAILING ACCIDENT/BLANDING
92-3455	ACCBTPI (serv)	BF	8/10/1992	PARASAILING ACCIDENT
92-3874	ACCBTPI (serv)	BF	9/2/1992	PARASAILING ACCIDENT
92-3874	EMSALS	BF	9/2/1992	PARASAILING ACCIDENT - BACK PAIN
93-3683	EMSBLS	BF	9/10/1993	PARASAILING INJ POSS FX ANKLE TRANSPORT TO CLINIC

6-16-06; 4:14PM;G. L. C. A. DISPACH ;9286086315 # 17/ 17
060614HCC3603

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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

060614HCC3603 Exhibit H

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GLEN CANYON NATIONAL RECREATION AREA

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More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– *www.nps.gov/glca* –

060614HCC3603 Exhibit H

mph and most were 15 to 20 feet in the air when they were either ejected or turned up
accelerated back to the water. Another 10 to 20 mph of speed is added to their forwar
the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ
70 foot cliff jump, with the added component of the victims having no control over how
impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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Kevin Schneider
06/08/2006 07:41 AM MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

060614HCC3603 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM -----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

060614HCC3603 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

060614HCC3603 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM
CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM
CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
cell 928-640-0429
928-608-6259 FAX Office

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Kevin Schneider
06/08/2006 10:05 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208

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- Home
- Kite Building
- Kite Portfolio
- Photos
- Archives
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« World's largest kite flies in Tokyo
321 kite-flyers held in a crackdown against metal-wire use »

Kite Tube!?

Ads by Goooooogle

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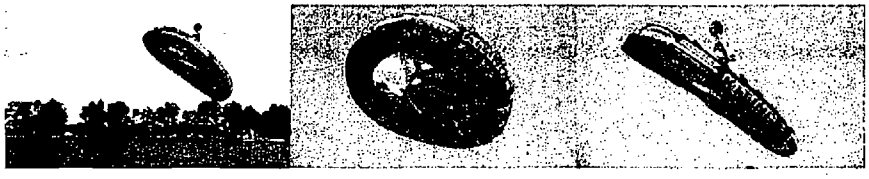
Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.



This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one… http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′. Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

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Exhibit H

Submit Comment

Steadywinds.com is proudly powered by WordPress
Entries (RSS) and Comments (RSS).

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Exhibit H

Confirmation Report—Memory Send

Time : Jun-12-2006 08:53am
Tel line 1 : 9286086259
Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Kevin Jones	From:	Mark Law
Fax:	801 524 4506	Date:	6/12/06
Phone:	801 524 5677 x227	Pages:	
Re:		Fax:	928 608-6315
		Phone:	928 608-6252

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

060614HCC3603 Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

be very traumatic.

Bob Baron

From: Luckesen [mailto:Luckesen@hughes.net]
Sent: Friday, June 09, 2006 8:59 AM
To: Kiko Augusto Villalon; Dr. Robert Baron; Richard Blackman; Bill Furbee; Jennifer Killeen; erny kuncl; Jim Leach; Fred Messmann; Joe and Nancy; Rngrram@aol.com; Todd Schwede; Ted Woolley
Subject: Kite Tubes

In the past three weeks we have had to Airvac four serious injured people from Lake Powell that were engaged in a new water activity called Kite Tubing. This activity involves a large round inflated tube that is towed behind a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air to a height of 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance cause the tub to dive down into the water at a high rate of speed. The individual on these tubes impacted the water at both the forward tow speed of the vessel and then at the downward accelerated speed, which can be as high as 70 MPH. As a medic I have responded to three of these calls in a one week period and my Kite Tubing patients all had to be Airvac to Level I Trauma Centers. A 29-year-old male who suffered a broken neck (double Fx of C-2) and a 26-year-old male with a hemopneumothorax produced by broken ribs. My third patient a 14-year old female suffered a whiplash injury and was released from the hosipital. Several weeks' earlier another Medic had a similar case at Lake Powell involving a young man with a severely punctured lung. Several local hospitals have reported recently seeing Kite Tube patients with simular injuries from people that have self transported to their facilities. Taking with other water enforcement agencies they are seeing Kite Tubing injuries and I have heard of one fatality in Texas. This death was due to a transected aortic commonly seen in deceleration auto and airplane type accidents. Interviews with friends and family members of patients have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor Kite Tubing injuries occurred with other members of the boating party prior to the incidents that required advanced life support. All victims stated they were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged up side down into the water. Friends of the victims that did not immediately report their injuries advised that they had coughing up blood, had torn muscles, whiplash type injuries and broken ribs.

Go to the following Internet link and then click on the video section in the upper right hand corner. These clip show graphically what can happen with these devices.

http://www.kutv.com/video/?id=16192@kutv.dayport.com < http://www.kutv.com/video/?id=16192@kutv.dayport.com>

http://www.kutv.com/video/?id=16155@kutv.dayport.com < http://www.kutv.com/video/?id=16155@kutv.dayport.com>

http://www.break.com/index/tubingtakeoff.html

Glen Canyon is considering banding these device from boating activities on Lake Powell and Dr. Baron has also taken an active role in banding these devices.

Steve

060614HCC3603

Exhibit H

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Mark Bernstein	From:	Mark Law
Fax:	775 278 5863	Date:	6/16/06
Phone:		Pages:	
Re:		Fax:	928 608 6315
		Phone:	928/608-6252
			Dispatch 928 608-6301

☐ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

See attachments.

Will be sent in 3 sessions

2nd set

060614HCC3603 Exhibit H

National Park Service
U.S. Department of the Interior

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Information Gateway for NPS Employees

GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

060614HCC3603 Exhibit H

National Park Service
U.S. Department of the Interior

InsideNPS
Information Gateway for NPS Employees

GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

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More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– *www.nps.gov/glca* –

060614HCC3603 Exhibit H

mph and most were 15 to 20 feet in the air when they were either ejected or turned up
accelerated back to the water. Another 10 to 20 mph of speed is added to their forwar
the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ
70 foot cliff jump, with the added component of the victims having no control over how
impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

about Inside.nps.gov | feedback

060614HCC3603 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

060614HCC3603 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM ----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

060614HCC3603 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

060614HCC3603 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM
CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM
CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
cell 928-640-0429
928-608-6259 FAX Office

060614HCC3603 Exhibit H

Kevin Schneider
06/08/2006 10:05 AM MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208

060614HCC3603 Exhibit H

- Home
- Kite Building
- Kite Portfolio
- Photos
- Archives
- Contact

« World's largest kite flies in Tokyo
321 kite-flyers held in a crackdown against metal-wire use »

Kite Tube!?

Ads by Goooooogle

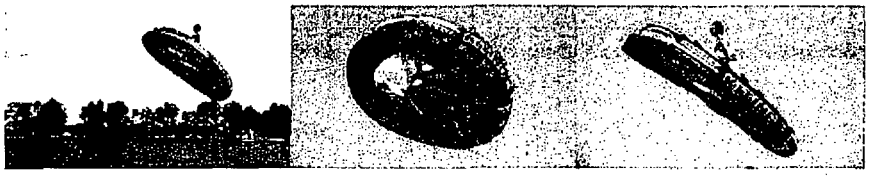
Wego Kite Tube - In Stock
Free Shipping and choice of Free Life Vest or Pump with each order!
www.BoatTube.com

Overton's Water Sports
Your one stop shop for all your Marine and Watersports needs!
www.overtons.com

Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.



This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one… http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′. Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

060614HCC3603

Exhibit H

Submit Comment

Steadywinds.com is proudly powered by WordPress
Entries (RSS) and Comments (RSS).

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Exhibit H

Confirmation Report-Memory Send

Time : Jun-12-2006 08:53am
Tel line 1 : 9286086259
Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To: Kevin Jones From: Mark Law
Fax: 801 524 4506 Date: 6/12/06
Phone: 801 524 5677 x227 Pages:
Re: Fax: 928 608-6315
Phone: 928 608-6252

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

060614HCC3603 Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

be very traumatic.

Bob Baron

From: Luckesen [mailto:Luckesen@hughes.net]
Sent: Friday, June 09, 2006 8:59 AM
To: Kiko Augusto Villalon; Dr. Robert Baron; Richard Blackman; Bill Furbee; Jennifer Killeen; erny kuncl; Jim Leach; Fred Messmann; Joe and Nancy; Rngrram@aol.com; Todd Schwede; Ted Woolley
Subject: Kite Tubes

In the past three weeks we have had to Airvac four serious injured people from Lake Powell that were engaged in a new water activity called Kite Tubing. This activity involves a large round inflated tube that is towed behind a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air to a height of 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance cause the tub to dive down into the water at a high rate of speed. The individual on these tubes impacted the water at both the forward tow speed of the vessel and then at the downward accelerated speed, which can be as high as 70 MPH. As a medic I have responded to three of these calls in a one week period and my Kite Tubing patients all had to be Airvac to Level I Trauma Centers. A 29-year-old male who suffered a broken neck (double Fx of C-2) and a 26-year-old male with a hemopneumothorax produced by broken ribs. My third patient a 14-year old female suffered a whiplash injury and was released from the hosipital. Several weeks' earlier another Medic had a similar case at Lake Powell involving a young man with a severely punctured lung. Several local hospitals have reported recently seeing Kite Tube patients with simular injuries from people that have self transported to their facilities. Taking with other water enforcement agencies they are seeing Kite Tubing injuries and I have heard of one fatality in Texas. This death was due to a transected aortic commonly seen in deceleration auto and airplane type accidents. Interviews with friends and family members of patients have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor Kite Tubing injuries occurred with other members of the boating party prior to the incidents that required advanced life support. All victims stated they were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged up side down into the water. Friends of the victims that did not immediately report their injuries advised that they had coughing up blood, had torn muscles, whiplash type injuries and broken ribs.

Go to the following Internet link and then click on the video section in the upper right hand corner. These clip show graphically what can happen with these devices.

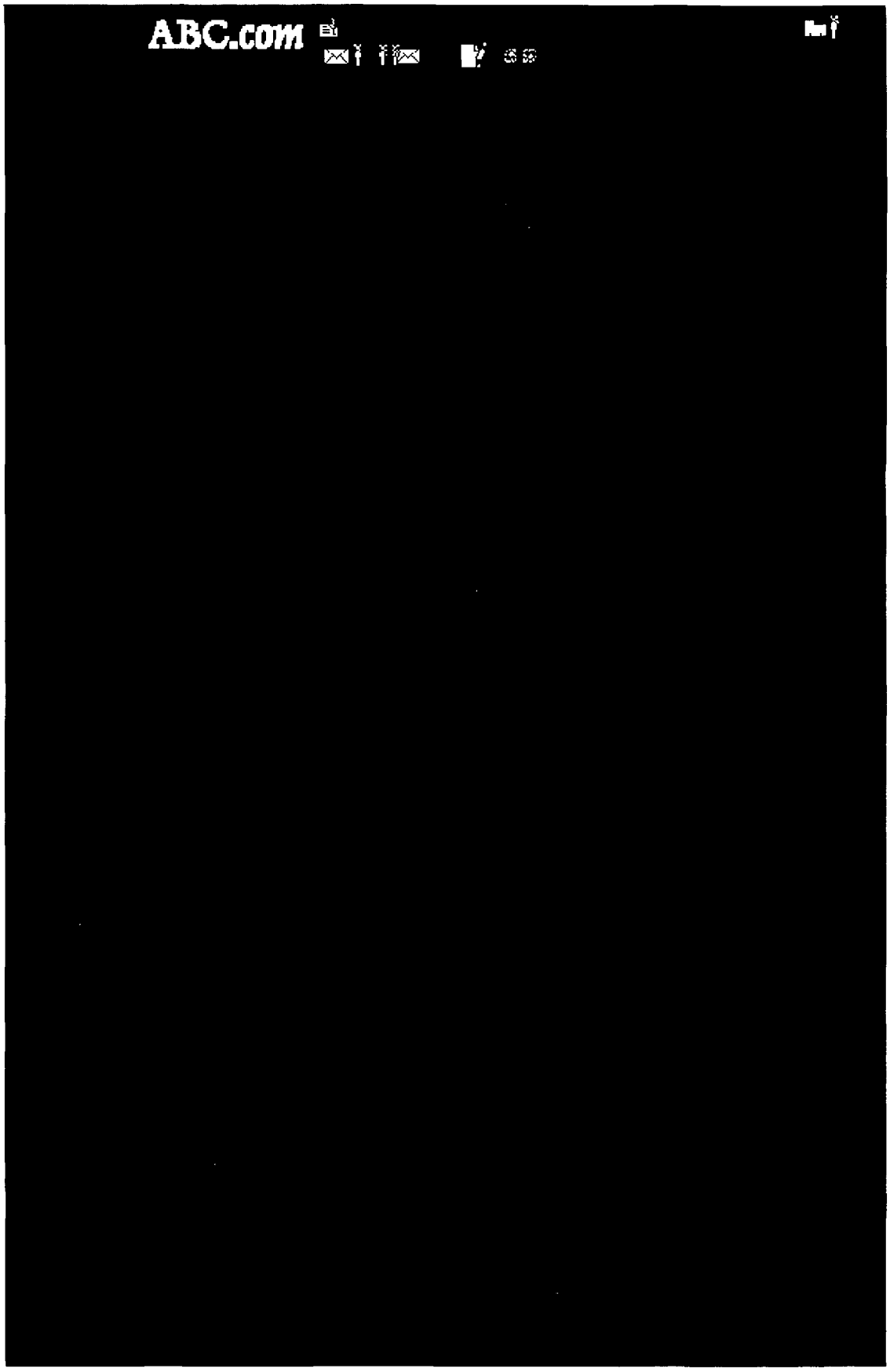
http://www.kutv.com/video/?id=16192@kutv.dayport.com < http://www.kutv.com/video/?id=16192@kutv.dayport.com>

http://www.kutv.com/video/?id=16155@kutv.dayport.com < http://www.kutv.com/video/?id=16155@kutv.dayport.com>

http://www.break.com/index/tubingtakeoff.html

Glen Canyon is considering banding these device from boating activities on Lake Powell and Dr. Baron has also taken an active role in banding these devices.

Steve


ABC.com

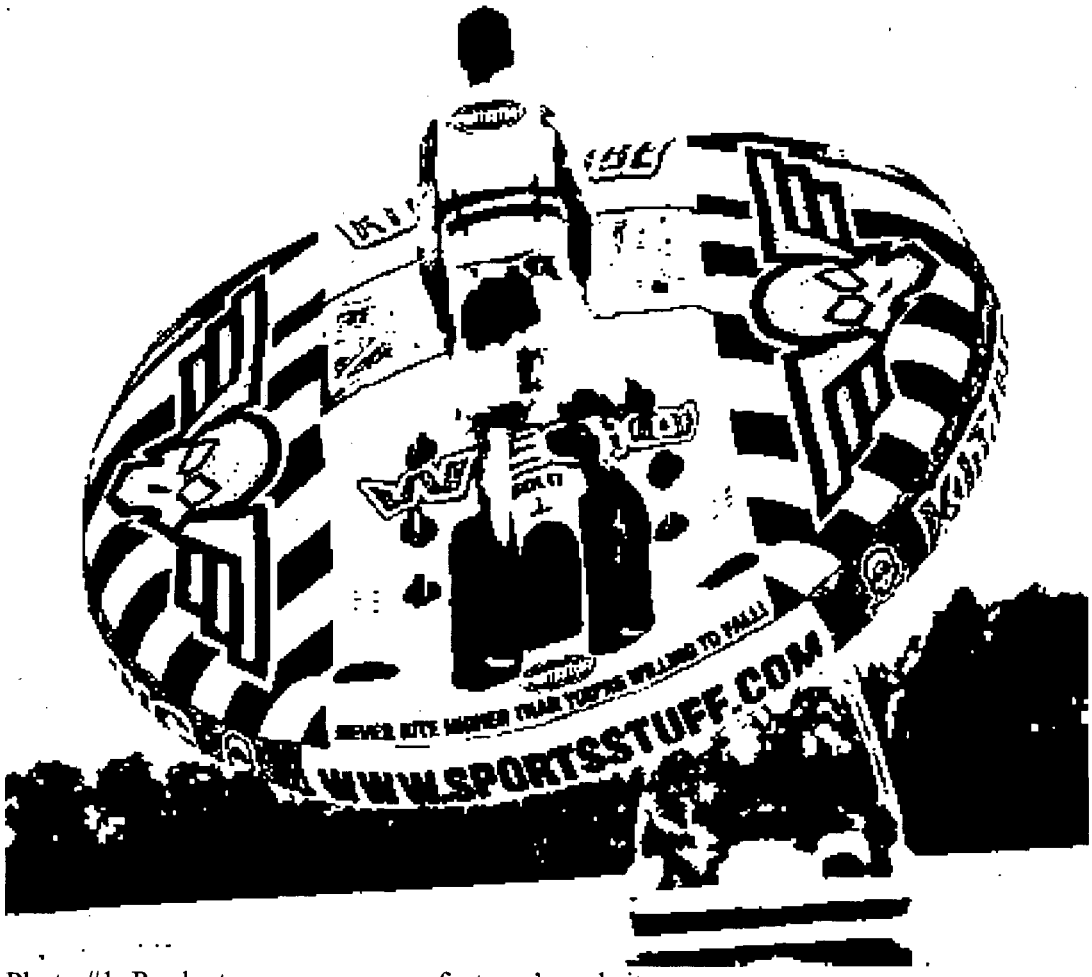


Photo #1: Product as seen on manufacturer's website

060614HCC3603

Contact List:

[redacted] operator)

Mark Law, Law Enforcement Specialist
National Park Service
U.S. Department of the Interior
P.O. Box 1507
Page, AZ 86040
(928) 608-6252—P
(928) 608-6259—F
Date of Contact: June 16, 2006

Sportsstuff, Inc. (product manufacturer—Wego)
1-888-814-8833—P
www.sportsstuff.com
Date of Contact: June 16, 2006
CPSC Investigator made contact, not respondent

Diversified Marine Products (product distributor—Wego)
1-800-777-0141—P
www.dmpmarine.com
Date of Contact: June 16, 2006
CPSC Investigator made contact, not respondent

Vina Ramus, Parts and Accessories Manager
Marine Max (product retailer—Wego)
1363 Embarcadero
Oakland, CA 94606
(510) 535-6161—P
(510) 535-1787—F
www.marinemax.com
Date of Contact: June 16, 2006
CPSC Investigator made contact, not respondent

060614HCC3603

Larry Meddock, Executive Director
Water Sports Industry Association
P.O. Box 568512
Orlando, FL 32856-8512
(407) 251-9039—W
(407) 620-7992—C
wsiaheadquarters@earthlink.net
Date of Contact: June 29, 2006

060831

1. Task Number	2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060614HCC3604	1947	

3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY
840	2006 05 22	2006 06 21

6. Synopsis of Accident or Complaint UPC

A 34 year-old male sustained a broken rib on his left side while riding a tube kite. a sudden gust of wind elevated him approximately 40 feet into the air and the tube kite subsequently tilted drastically to the left. The victim and product began to descend rapidly towards the water. The victim landed in the water after he released the handle system and prepared himself for a "hard landing" by crossing his arms across his chest.

[redacted] 9/6/06

COMMENTS: ___ YES ✓ NO
___ OVERRULED: ___ ATTACHED

___ EXCISIONS/FOIA Exs. _____
___ Revisions

✓ DO NOT RE-NOTIFY ___ RE-NOTIFY

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	BULLFROG	UT

10A. First Product	**10B. Trade/Brand Name1**	**10C.** Model Number
1200 - Kite Tube	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF, INC.
11213 E. Circle, Suite A
Omaha, NE

11A. Second Product	**11B. Trade/Brand** Name	**11C.** Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. **Injury** Diagnosis
34	1 - Male	1 - Injured, not Hosp.	57 - Fracture

16. Body **Part(s)** Involved	17. Respondent	18. Type of Investigation	**19. Time Spent** (Operational / Travel)
31 - UPPER TRUNK	1 - Victim/Complainant	3 - Other	20 / 2

20. **Attachment(s)**	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	01 - Fire or Police Dept.	

23. Permission to Disclose Name (Non **NEISS** Cases Only)

○ **Yes** ○ **No** ● **Verbal**

24. Review Date	25. Reviewed By	26. Regional Office Director
07/1112006	9021	Frank J. Nava

27. Distribution	28. Source Document Number
Ingle, Robin L.; Topka, Tanya L.; Blasius, Dennis R.	X0660350C

The following information was obtained through a telephone interview with the victim who is also the consumer of the product. Additional information was obtained through, internet research, discussions with related officials and official reports. The investigation was generated by a report submitted by local officials. The involved product is a circular tube kite. There were two separate, but related incidents involving the same product during a four-day period, though only one incident resulted in medical treatment.

The victim is a 34 year-old male who stands six feet tall and weighs approximately 185lbs. The victim has extensive boating and water recreational experience. The victim has owned a boat since 1998 and has participated in water skiing, jet skiing, and wakeboarding for at least 15 years. The victim has one previous incident wherein he sustained an injury while participating in a water recreational activity. In 2003, the victim was wakeboarding and fell into the water, breaking two ribs. The victim attributed the incident to his attempt to attain a higher elevation while wakeboarding. Though the victim's wife (hereafter, "wife") was the boat operator during this incident, and only had a limited amount of experience towing the victim (less than one year), the victim reported that he was solely responsible for failing to control the wakeboard. The victim stated that he fully recovered from the incident and his injuries and continued participating in water recreational activities.

Shortly after watching the instruction video (demo) on the manufacturer's website, the victim purchased the product through an online distributor/retailer approximately 2-3 weeks prior to the incident. The victim had no prior experience with the product before embarking on the four-day trip. No other participant was known to have any experience with the product. The product remained in the original packaging until the beginning of the trip (i.e., four days prior to the incident). The victim, his wife, female friend, and brother and sister-in-law all watched the instructional video (DVD) that accompanied the product prior to its use. The victim reported that he did not thoroughly read the owner's manual that accompanied the product prior to using the product, but only "scanned" it, and relied heavily on the instructional video for instruction and guidance.

The participants on the four-day trip included the victim, his 27 year-old wife, his mother and father-in-law (both reportedly in their late 40's), his 25 year-old brother-in-law, his 24 year-old sister-in-law, and a 21 year-old female friend. The boat used for towing the product during riding was a 1998, 27–foot, 300 horsepower inboard/outboard motorboat. The victim reported that he has had no recent mechanical problems with the boat. The first use of the product occurred three days prior to the victim's incident. The three-segmented tow rope, which was part of the product, was attached to the product and boat by the victim, and the tow rope remained at its greatest length of 65 feet during the entire four-day trip. The victim incurred no difficulty in tethering the tow rope to either the boat or the product. The victim reported that the tow rope remained tethered to the product during the entire trip, and was only periodically detached from the motorboat. The victim inflated the product according to the instructional video's direction (i.e., "until very firm").

On the first day of product use the weather was pleasant and clear with only a slight breeze. Although there were other water vessels in the area, the victim's party never had

to alter their direction or course while boating/riding the product. All product riders wore bathing suits and a life vest. No participant wore a helmet, though the victim usually wears a helmet while water skiing. The victim and the other riders decided that the form of communication the rider would use to indicate to the spotter or boat operator to slow down or stop the boat, would be to raise his/her hand high. This was decided as the participants agreed that the usual visual sign of dragging the hand across one's throat to signify slow down or stop may not be visible to the spotter or boat operator. The victim also subsequently learned that any communication via the clear plastic window located near the front of the product was not be possible as the plastic consistently became fogged up almost immediately upon riding.

The victim was the first individual to attempt to ride the product and incurred no incidents during his ride. The victim's father-in-law acted as the "spotter" during the victim's first ride. The victim's wife was the boat operator during the victim's ride and reported no difficulty. On this day, the victim rode the product on two separate occasions. However, the victim was unable to attain elevation at any time while riding the product and became tired from attempting to "lift" the product's nose out of the water (i.e., attain "flight").Thus, the victim made no further attempts to ride the product until two days later.

The second individual to ride the product was the victim's 21 year-old female friend (hereafter, "friend") who stood at 5'2 and weighed approximately 100lbs. The victim was the boat operator during the friend's ride. It is unknown who acted as the "spotter" while the friend was riding the product. The victim stated that the boat never traveled over 30mph during his friend's ride. The friend was riding the product for approximately 5-10 minutes and attained elevation no higher than 10 feet while on the product. During a 10-20 second period when the product and rider were airborne approximately 5 feet, the product began to rotate approximately 45 degrees (i.e., the product remained on its current axis and rotated much like a clock). When the victim, who was the current boat operator, observed the friend having difficulty controlling the product, he gradually reduced the boat's speed to enable the friend to safely land the product onto the water. The victim estimated that the boat was traveling approximately 15-20 mph when the product made contact with the water. However, when the side of the product made contact with the water (it is unknown which side), the friend was "ejected" from the product and "skipped across the water". The friend sustained no injuries and the product was not damaged. The victim cannot recall if the friend rode the product on a subsequent occasion during the four-day trip.

Between when the friend's incident occurred and when the victim experienced his incident two days later, the other participants (i.e., wife, sister and brother-in-law) used the product without incident. The victim reported that the other participants also remarked on the product rotating while elevated above the water, thus making the product difficult to control, and that brother-in-law also had difficulty in attaining product elevation. The victim concluded that the males maintained a heavier weight, which was preventing the product from attaining elevation; therefore, on May 20, 2006, at some point during the day (two days prior to the victim's incident), the victim decided that the product needed more air and inflated the product on a second occasion. The victim did

not report how much additional air was placed into the product, or if the product actually incurred a reduction in air during the first two days of riding. No other information regarding the other participant's riding experiences was obtained, except that no incidents were noted and no injuries were sustained.

The victim's incident occurred on May 22, 2006 at approximately 1:00pm. The report from local officials (Exhibit C) lists the weather as "cloudy" and categorized the visibility as "fair" while the winds were listed as "strong" (i.e., between 15-25mph) and the water condition was termed, "rough", indicating that the waves were between 2 and 6 feet. The victim concurred that the wind had increased over the two previous days. The wife was the boat operator during the victim's ride and had over three years of experience of towing the victim (her husband) during water recreational activities. During the victim's ride the boat was moving against (into) the wind. The father-in-law again acted as the "spotter" during the victim's ride while the mother-in-law was the "flag person" (i.e., the individual who is responsible for raising the flag to alert other boaters to a person adrift in the water).

On the day of the incident, the victim rode the product only on one occasion, and for a total of 1-2 minutes. The boat was traveling at approximately 30mph during the victim's ride. The victim made several attempts to attain elevation ("lift") by "bunny hopping" while in the product (i.e., the victim, while holding onto the handle system, would jump slightly while lifting the product's nose out of the water). On two attempts the victim was able to attain an elevation between 3-10 feet and maintain elevation for 3-5 seconds. On each attempt, the victim could only gain elevation through "bunny hopping" the product.

On the last (third) attempt, the victim was able to attain an elevation of approximately 10 feet and maintain that height for 5-10 seconds. While at that elevation, a sudden wind came from the front and underneath of the product and lifted the product and victim into the air approximately 40 feet. During ascension, the victim became extremely concerned and kept his body still. The victim reported that after the sudden wind gust that it took only a few seconds before he reached the peak elevation of 40 feet. The victim reported that he could not communicate with the "spotter" or boat operator of his concern and desire to reduce his height. The victim and product remained 40 feet above the water for approximately 5 seconds before the product unexpectedly began to tilt/tip drastically to the left approximately 45 degrees. The victim reported that the boat did gradually slow down, but cannot recall if the boat slowed down before the product began to tilt or after. As the product tilted to its left, it lost all "lift", and the victim and product began to fall towards the water. As the product descended towards the water the victim prepared himself for a "hard landing" and let go of the handle system crossed his arms across his chest when the product was approximately 5 feet above the water. The victim was cognizant of the fact that he was not going to land while in the product, but would land directly in the water due to the drastic tilting of the product.

The victim landed in the water on his left side, and immediately had the "wind knocked out of him". The boat immediately turned around and the brother-in-law assisted the victim into the boat as the victim was unable to use his left arm. The victim and others returned to the houseboat and the victim tried to lie down and rest, but had difficulty

breathing as he left side was causing him significant discomfort. The victim remained on the couch for 5-10 minutes, but decided to get up and walk around. Once the victim began walking around, he began to cough up a small amount of blood and became concerned. His mother-in-law, who is a nurse, suggested he seek medical treatment and drove the victim to a nearby local clinic for emergency medical treatment. After receiving an evaluation, the medics arranged for the victim to be transported by air ambulance to a nearby hospital. The victim received further evaluations, which revealed that he sustained one broken rib on his left side. All subsequent testing was negative for any other injuries. The victim reports that although he has made significant progress in his recovery, he still has soreness in his left side.

The victim reported that he adamantly believes that the product is unsafe for various reasons. The victim reported that all participants that rode the product noted that the product rotated while in the air, which made it very difficult to control. The victim also stated that communication between the rider and the "spotter" and/or boat operator is extremely difficult, and is exacerbated by the fogging of the plastic window that is on the bottom of the product and is assumed to facilitate communication. The victim's wife made numerous phone calls to the manufacturer explaining the incident and the perceived hazardous nature of the product and requested a full refund. However, the manufacturer initially offered to only exchange the product. After a total of at least six phone calls to the manufacturer and retailer, the victim was finally granted a refund in June 2006.

The manufacturer intimated to the victim that a shipping document will be mailed to him regarding the return of the product, but the victim has not yet received the necessary shipping paperwork and maintains custody of the incident product. The victim reported that the product did not sustain any damage during the incident. The victim does not intend to ride the product again and has been contacted by an attorney who is spearheading a class-action lawsuit against the manufacturer (the attorney currently represents the family of an individual who was killed while riding the product).

Internet research revealed correspondence among consumers and operators of the product on various websites. A June 21, 2006 response (i.e., blog) was written (i.e., posted) to concerned consumers of the product by a manufacturer's spokesperson (Exhibit I), which stated that the manufacturer "follows the guidelines set forth by the Water Sports Industry Association" (paragraph 7 of Exhibit I). A phone call was placed to the executive director of the Water Sports Industry Association (WSIA) regarding any possible promulgation of standards or endorsement of the product. The director stated that while the WSIA warnings are intended as guidance for manufacturers of water-related products, the product manufacturer made no prior attempts to seek confirmation with WSIA regarding the product or any tow rope standards. The director stated that regarding tube kites, the WSIA has never "crafted any language" as related to tube kites or endorsed the product in anyway. Furthermore, the director stated that the tube rope standards and warnings promulgated by WSIA are not intended for tube kites tow ropes as pertinent factors, such as tensile strength and capacity may differ between regular (inner) tubes and tube kites. The tube and tow rope warnings and standards promulgated by WSIA have been attached as a reference (Exhibits F & G). No attempt was made to

contact the spokesperson for the manufacturer regarding the aforementioned statement as to WSIA guidelines.

On June 15, 2006, and after responding to numerous incidents involving serious injuries, the local officials of the recreational area implemented a ban all on tube kiting. This restriction was generated from the numerous incidents occurring in the recreational area and subsequent interviews with related parties and various agencies (see Exhibit H for restriction proposal and related correspondence). The law enforcement specialist also stated that the park rangers have generated approximately 10 additional reports regarding contact with individuals subsequently preparing to participate in tube kiting. All individuals were alerted to the newly imposed ban, and no additional reports of injuries were noted. In addition, after watching the product's instructional video (DVD) on numerous occasions, the law enforcement specialist at the recreational park/area determined that the video narrator discloses that the boat operator (and rider) should go only between 10-20mph, but the video consistently shows boat operators going between 30-40mph, enabling the rider to obtain flight.

On June 16, 2006, a local retailer stocking an exemplar product was visited. Exemplar photographs of the packaging were taken and are included as Exhibit A.

Product Identification:

The product is a **Wego kite tube™**, and is a 120inch (10 foot) inflatable, circular tube kite that is designed for a single rider, and to be towed behind a boat via tow rope and achieve flight when a certain boat speed is attained. The model number for the product as listed on the manufacturer's website and exemplar packaging is: **53-5000**. The product indicates that a patent is pending and that it is made in China. The manufacturer is:

SportsStuff, Inc.
11213 E. Circle, Suite A
Omaha, NE 68137
(402) 592-9085—P
(402) 592-1354—F
www.sportsstuff.com

The suggested retail price as listed on the manufacturer's website is $599.95; however, the price paid by the consumer was $399.00 and $50.00 for shipping. The product is largely yellow in color with wide black diagonal accent striping and a sectional red border with various product labeling and identification, which includes various skull graphics. The product maintains an "840D" nylon covering and panoramic, see-through double plastic windows that are located near the front of the product. Near the rear of the product is a parallel slotting system cockpit for the rider. A handle system is located underneath the nylon covering and is accessible via eight different circular slots that offer the rider eight different "non-slip" handle positions. The product is also equipped with a three-segmented tow rope that is adjustable to lengths of 45, 55, and 65 feet. The front of the product maintains a molded, aluminum connector for attachment to the tow rope.

The product was obtained through an online purchase with "Online Marine" (1-888-933-2628) (www.onlinemarine.com).

Various warnings are located on the product's packaging (exemplar), and include a lengthy "Release of Liability" warning (Exhibit A, photo 8), which iterates that by assembling and inflating the product the consumer has implicitly agreed to have read and understands the owner's manual and releases the manufacturer of any responsibility as related to damage, loss, or injury. The exemplar packaging also retains warnings disclosing that the product is "Not A Lifesaving Device"... "Never Leave Children Unattended"... "Use Only Under Competent Supervision" (Exhibit A, photo 7). Although the website shows the product with the warning, "NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL" (Exhibit J), the exemplar packaging does not reveal such a warning on the product. However, the exemplar packaging also reads that "Designs Featured In Photography Subject To Variations" (Exhibit A, photo 7). Although two additional warning can be observed on either side of the product's parallel slotting system, neither one is legible as observed as a photograph on the exemplar packaging or website.

Other relevant wording found on the exemplar packaging (Exhibit A, photo 10) includes, "Whip across the water like a deck tube, or fly through the air like a bird! Experience the thrill of flight as you rise above the water reaching ***incredible heights***, leaving nothing but adrenaline in your wake!" (Emphasis added). Instructional wording observed on the exemplar unit (Exhibit A, photo 12) includes, "Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual...With a good amount of practice, you'll be able to ***hover slightly*** above the water's surface for minutes at a time!" (Emphasis added).

No incident or exemplar sample was collected. Photographs of the incident product have been requested and are pending.

Exhibits:

A. CPSC Photographs of Exemplar Packaging (10 pages)
   1. Front view of exemplar product packaging
   2. Manufacturer contact information--as viewed on top of exemplar packaging
   3. Exemplar product's model number and UPC
   4. UPC and retailer price of exemplar product
   5. Top view of exemplar product packaging
   6. Product's features--as listed on exemplar product's top (packaging)
   7. Guarantee and warning of top of exemplar product's packaging
   8. Warning label on exemplar product's top (packaging)
   9. Product information--labeling on front of exemplar product
   10. Wording on front of packaging of exemplar product
   11. Bottom view of packaging on exemplar product
   12. Riding instructions on exemplar product (packaging--bottom)
   13. Side view of exemplar product
   14. Product's features--as listed on exemplar product's packaging (side)

B. Notice of Inspection to Retailer (1 page)
C. Local Official Incident Report (5 pages)
D. Owner's Manual for Product (11 pages)
E. Owner's Manual for Tow Rope (7 pages)
F. Water Sports Industry Association (WSIA) warning manual (13 pages)
G. Photos of WSIA warning labels—tow ropes and tubes (1 page)
H. Local Recreational Officials **Final Draft** Regarding Product Ban and Related Correspondence (70 pages)
I. Internet Written Response (i.e., "blog") by Manufacturer Spokesman (1 page)
J. Photo of Product as Seen on Manufacturer's Website—July 5, 2006 (1 page)

Photographs of Wego Kite Tube--Exemplar Product

060614HCC3604 Exhibit A

Photo#1: Front view of exemplar product packaging

Photo #2: Manufacturer contact information--as viewed on top of exemplar packaging

Photo #3: Exemplar product's model number and UPC.

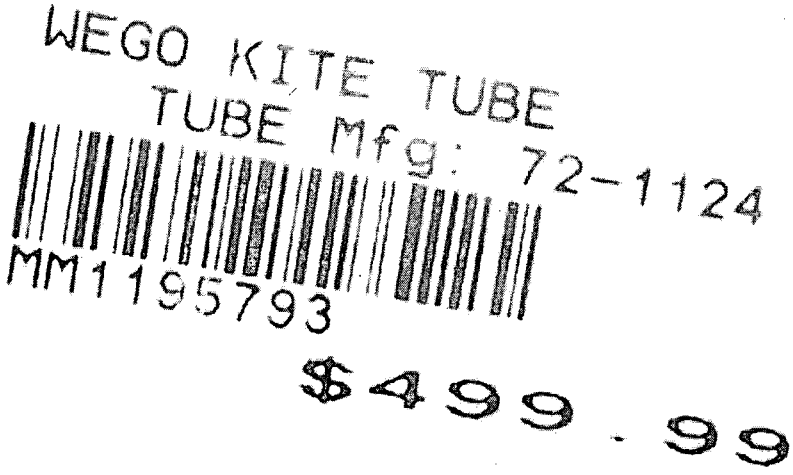


Photo #4: UPC and retailer price of exemplar product

Photo #5: Top view of exemplar product packaging

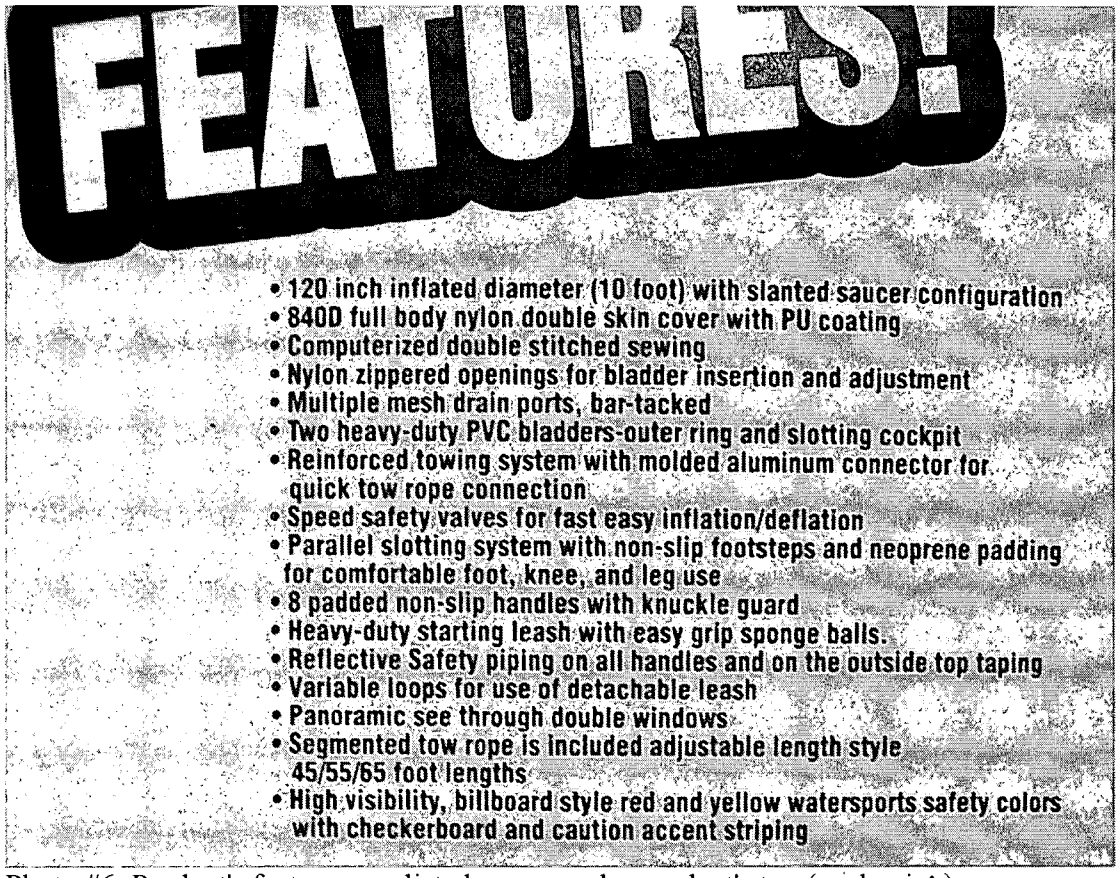


Photo #6: Product's features--as listed on exemplar product's top (packaging)

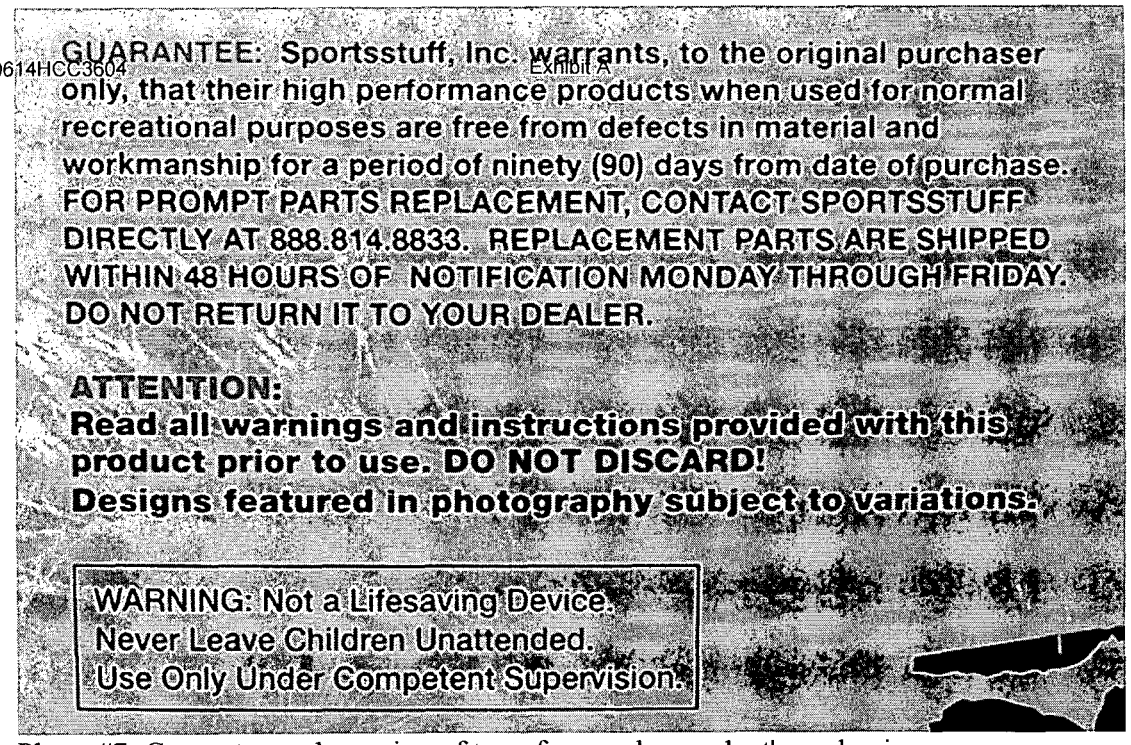


Photo #7: Guarantee and warning of top of exemplar product's packaging

WARNING

KITE TUBE USER
Release of Liability:

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

110805.03

© Sportsstuff, Inc., 2005

Photo #8: Warning label on exemplar product's top (packaging)

Photo #9: Product information--labeling on front of exemplar product

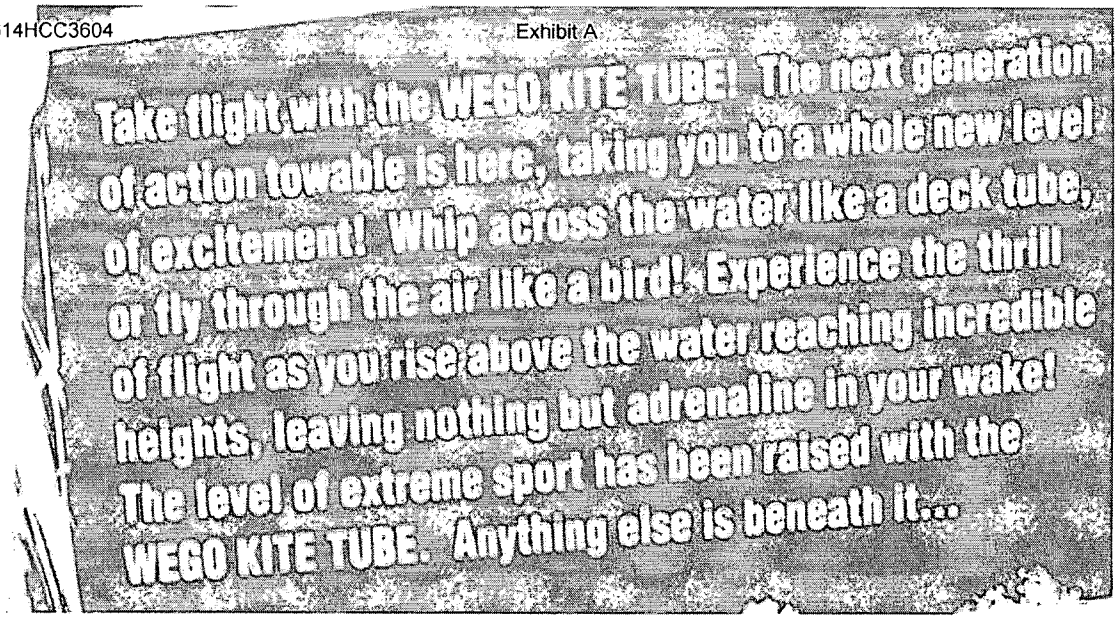


Photo #10: Wording on front of packaging of exemplar product

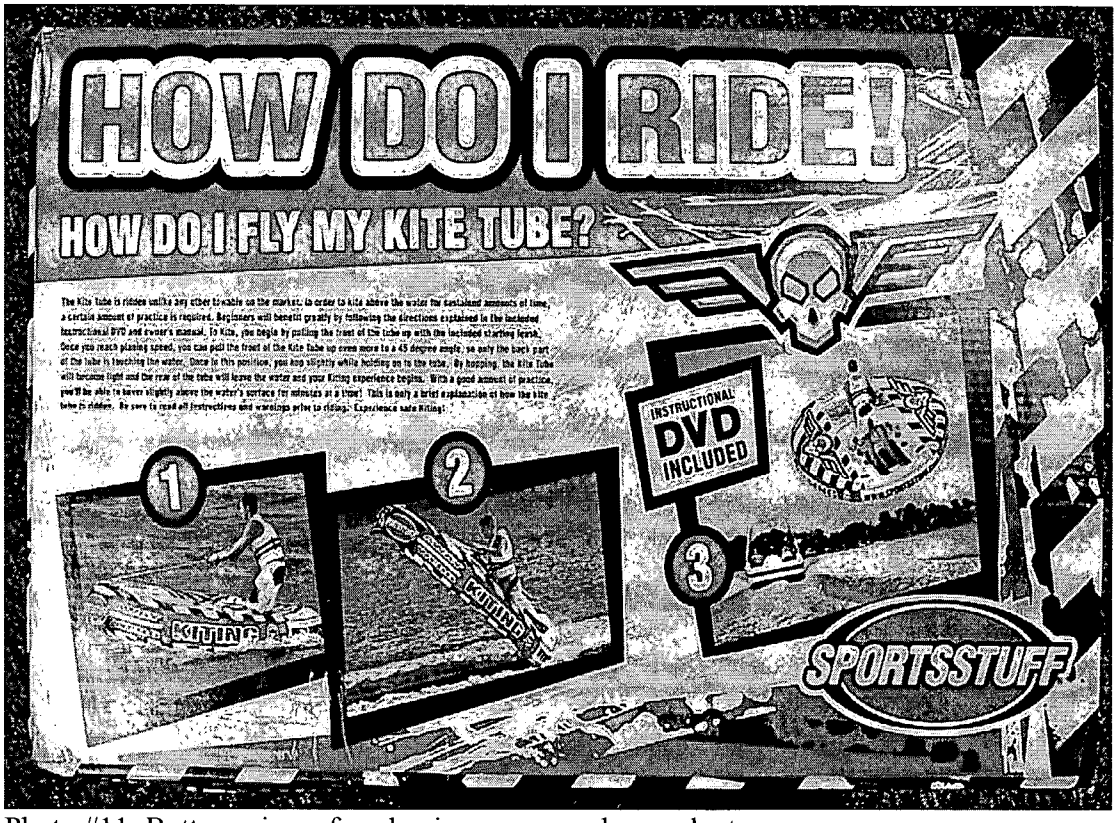


Photo #11: Bottom view of packaging on exemplar product

060614HCC3604

HOW DO I

HOW DO I FLY MY KITE TUBE?

The Kite Tube is ridden unlike any other towable on the market. In order to kite above the water for sustained amounts of time, a certain amount of practice is required. Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual. To Kite, you begin by pulling the front of the tube up with the included starting leash. Once you reach planing speed, you can pull the front of the Kite Tube up even more to a 45 degree angle, so only the back part of the tube is touching the water. Once in this position, you hop slightly while holding on to the tube. By hopping, the Kite Tube will become light and the rear of the tube will leave the water and your Kiting experience begins. With a good amount of practice, you'll be able to hover slightly above the water's surface for minutes at a time! This is only a *brief explanation of how the kite* tube is ridden. Be sure to read all instructions and warnings prior to riding. Experience safe Kiting!

Photo #12: Riding instructions on exemplar product (packaging--bottom)

Photo #13: Side view of exemplar product

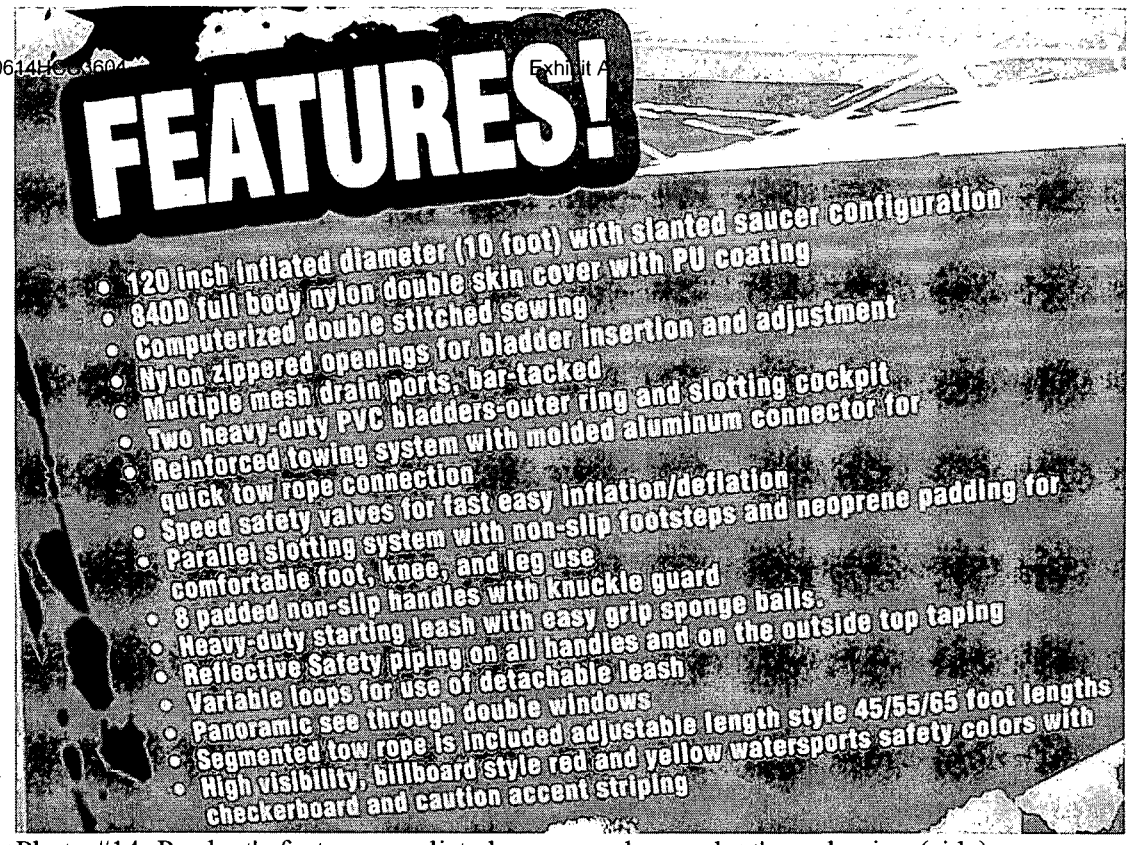


Photo #14: Product's features--as listed on exemplar product's packaging (side)

U.S. CONSUMER PRODUCT SAFETY COMMISSION

NOTICE OF INSPECTION

1. DATE: 6/16/06

2. TIME: ____ A.M. 12 P.M.

3. FROM (Area Office and Address): CPSC- CFIW (D)

4. TO

A. NAME AND TITLE OF INDIVIDUAL: Vina Ramus, Parts Manager

B. FIRM NAME: Marinemax

C. NUMBER AND STREET ADDRESS: 1363 Embarcadero (1285)

D. CITY, STATE AND ZIP CODE: Oakland, CA 94606

Notice of Inspection is hereby given pursuant to:

- Flammable Fabrics Act (15 U.S.C. 1191 *et seq.*);
- Federal Trade Commission Act (15 U.S.C. 41 *et seq.*);
- Sections 16, 19 and 27 of the Consumer Product Safety Act (15 U.S.C. 2065, 2068 and 2076)
- Section 704(a) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 374(a)) [Authority for inspections in connection with the Poison Prevention Packaging Act of 1970 (15 U.S.C. 1471 *et seq.*)] and/or
- Section 11(b) of the Federal Hazardous Substances Act as Amended (15 U.S.C. 1270(b)).

Refer to the back of this form for a discussion of inspectional authority and for pertinent statutory language.

5. PURPOSES OF INSPECTION AND NATURE OF INFORMATION TO BE OBTAINED AND/OR COPIED.

The purpose of this inspection is to obtain information; to review and obtain copies of items including but not limited to records, reports, books, documents; and labeling; and to obtain samples, in order to enforce or determine compliance with the Acts administered by the Consumer Product Safety Commission.

To inspect/review Wego Kite Tube, including photographs.

6. FREEDOM OF INFORMATION REQUIREMENTS

Those from whom information is requested should state whether any of the information submitted is believed to contain or relate to a trade secret or other matter which should be considered by the Commission to be confidential and whether any of the information is believed to be entitled to exemption from disclosure by the Commission under the provisions of the Freedom of Information Act (15 U.S.C. 552). Any statement asserting

COPY

Boating Accident Report

Glen Canyon National Recreation Area
PO Box 1507, Page, Arizona 86040

060614HCC3604

#2
Gerry
Irvine

Exhibit C

Form 10-341 (rev. 2006)

U.S. COAST GUARD CASE # n/a	REPORTING AGENCY NPS GLCA	REPORTING AGENCY CASE # 06-[illegible]	INVEST. DATE(S) 5/22/06
NUMBER OF FATALITIES	NUMBER OF INJURIES 1	PROPERTY DAMAGE OVER $500? YES ☐ NO ☒ OVER $2000? YES ☐ NO ☒	COMMERCIAL ☐ RECREATIONAL ☒
DATE OF ACCIDENT 5/22/06	TIME 1318 / BODY OF WATER Lake Powell	LOCATION (PLACE, GEOGRAPHIC LANDMARK) Bullfrog	
NO OF VESSELS INVOLVED 1	NEAREST CITY OR TOWN Bullfrog	COUNTY Kane	STATE UT

INFO: OPERATOR ONE

LAST [illegible]	FIRST Celestic	MI L	PFD WORN YES ☒ NO ☐	HOME PHONE 801-446-2471
ADDRESS 1311 West Crossbow Drive, Bountiful, UT 84010				WORK PHONE 801-446-2471

TRIP VESSEL ONLY: NUMBER DEAD 0 / NUMBER INJURED 1

SEX	WEIGHT	HEIGHT	EYES	HAIR	DATE OF BIRTH
M	n/a	n/a	n/a	n/a	[illegible]

DRIVERS LICENSE NUMBER [illegible] / STATE UT / SSN 528-72-[illegible]

OPERATOR'S EXPERIENCE — IN HOURS: ☐ UNDER 10 ☐ 10 TO 100 ☐ 100 TO 500 ☐ OVER 500

OPERATOR'S INSTRUCTION IN BOATING SAFETY: ☐ STATE COURSE ☐ U.S. POWER SQUADRON ☐ USCG AUXILIARY ☒ NONE ☐ INTERNET COURSE (SPECIFY) ____ ☐ OTHER (SPECIFY) ____

NAME	DOB	ADDRESS / TELEPHONE	PFD WORN
NAME PASSENGER 1: Ian Pierce	DOB [illegible] M / F	ADDRESS 1311 Crossbow Dr., Bountiful, UT 84010 / TELEPHONE #	YES ☒ NO ☐
NAME PASSENGER 2:	DOB M / F	ADDRESS / TELEPHONE #	YES ☐ NO ☐
NAME PASSENGER 3	DOB M / F	ADDRESS / TELEPHONE #	YES ☐ NO ☐

TOTAL NUMBER PASSENGERS 3	NUMBER OF SKIERS OR NUMBER TOWED 1	ESTIMATED SPEED DRIFTING ☐ UNDER 10 MPH ☐ 10-20 MPH ☒ OVER 20 MPH ☐ OVER 40 MPH ☐	
REGISTRATION OR DOCUMENTATION NUMBER [illegible]	STATE UT	HULL IDENTIFICATION NUMBER (HIN) R-0A59[illegible]	BOAT NAME n/a
LENGTH [illegible]	YEAR BUILT n/a	MANUFACTURER n/a	MODEL Cobra 272
NAME OF OWNER Gregory [illegible]	NUMBER OF ENGINES 1	TOTAL HORSEPOWER n/a	
OWNER ADDRESS 1311 West Crossbow Drive, Bountiful, UT 84010		OWNER TELEPHONE NUMBER ([illegible]) [illegible]	

INFO: OPERATOR TWO

LAST n/a	FIRST	MI	PFD WORN YES ☐ NO ☐	HOME PHONE
ADDRESS				WORK PHONE

TRIP VESSEL ONLY: NUMBER DEAD / NUMBER INJURED

SEX	WEIGHT	HEIGHT	EYES	HAIR	DATE OF BIRTH
M					

DRIVERS LICENSE NUMBER / STATE / SSN

OPERATOR'S EXPERIENCE — IN HOURS: ☐ UNDER 10 ☐ 10 TO 100 ☐ 100 TO 500 ☐ OVER 500

OPERATOR'S INSTRUCTION IN BOATING SAFETY: ☐ STATE COURSE ☐ U.S. POWER SQUADRON ☐ USCG AUXILIARY ☐ NONE ☐ INTERNET COURSE (SPECIFY) ____ ☐ OTHER (SPECIFY) ____

NAME	DOB	ADDRESS / TELEPHONE	PFD WORN
NAME PASSENGER 1	DOB M / F	ADDRESS / TELEPHONE #	YES ☐ NO ☐
NAME PASSENGER 2	DOB M / F	ADDRESS / TELEPHONE #	YES ☐ NO ☐
NAME PASSENGER 3	DOB M / F	ADDRESS / TELEPHONE #	YES ☐ NO ☐

TOTAL NUMBER PASSENGERS	NUMBER OF SKIERS OR NUMBER TOWED	ESTIMATED SPEED DRIFTING ☐ UNDER 10 MPH ☐ 10-20 MPH ☐ OVER 20 MPH ☐ OVER 40 MPH ☐	
REGISTRATION OR DOCUMENTATION NUMBER	STATE	HULL IDENTIFICATION NUMBER (HIN)	BOAT NAME
LENGTH	YEAR BUILT	MANUFACTURER	MODEL
NAME OF OWNER	NUMBER OF ENGINES	TOTAL HORSEPOWER	

WEATHER (CHECK ALL THAT APPLY)

- ☐ CLEAR
- ☐ RAIN
- ☒ CLOUDY
- ☐ SNOW
- ☐ FOG
- ☐ HAIL

WATER CONDITIONS

- ☐ CALM (WAVES 0-1')
- ☐ CHOPPY (1-2')
- ☒ ROUGH (2-6')
- ☐ VERY ROUGH (7-8')
- ☐ STRONG CURRENT

TEMPERATURES

AIR [illegible] °F

WATER [illegible] °F

WIND DIRECTION (MPH)

- ☐ LIGHT (0-6 MPH)
- ☐ MODERATE (7-14 MPH)
- ☒ STRONG (15-25 MPH)
- ☐ STORM (OVER 25 MPH)
- ☐ NONE

VISIBILITY

DAY ☒ NIGHT ☐

- ☐ GOOD
- ☒ FAIR
- ☐ POOR

BOAT TYPE

#1	#2	
☒	☐	OPEN MOTORBOAT
☐	☐	ROWBOAT
☐	☐	PERSONAL WATERCRAFT
☐	☐	AUXILIARY SAIL
☐	☐	HOUSEBOAT
☐	☐	CABIN MOTORBOAT
☐	☐	SAIL (ONLY)
☐	☐	CANOE/KAYAK
☐	☐	PONTOON BOAT
☐	☐	OTHER (SPECIFY)

HULL MATERIAL

#1	#2	
☐	☐	WOOD
☐	☐	STEEL
☐	☐	RUBBER/VINYL
☐	☐	ALUMINUM
☒	☐	FIBERGLASS
☐	☐	RIGID HULL INFLAT
☐	☐	OTHER (SPECIFY)
☐	☐	CANVAS

ENGINE

#1	#2	
☒	☐	OUTBOARD
☐	☐	INBOARD
☐	☐	STERNDRIVE (I/O)
☐	☐	JETBOAT
☐	☐	ELECTRIC

PROPULSION

#1	#2	
☒	☐	PROPELLER
☐	☐	JET THRUST
☐	☐	MANUAL
☐	☐	WATER JET
☐	☐	SAIL

OTHER ____

RENTAL BOAT

	YES	NO
VESSEL 1	☐	☒
VESSEL 2	☐	☐

FUEL

#1	#2	
☒	☐	GASOLINE
☐	☐	DIESEL
☐	☐	ELECTRIC

TYPE OF ACCIDENT

RANK BY NUMBER IN ORDER OF OCCURANCE (NO MORE THAN 4)

#1	#2	
☐	☐	GROUNDING
☐	☐	CAPSIZING
☐	☐	FLOODING OR SINKING
☐	☐	STRANDING
☐	☐	FUEL EXPLOSION (FUEL)
☐	☐	SEVERE WEATHER
☐	☐	COLLISION WITH VESSEL
☐	☐	COLLISION WITH FIXED OBJECT
☐	☐	COLLISION WITH FLOATING OBJECT
☐	☐	FALLS OVERBOARD
☐	☐	FALLS IN BOAT
☐	☐	STRUCK BY VESSEL
☐	☐	STRUCK BY MOTORPROPELLER
☐	☐	HIT AND RUN
☐	☐	FUEL EXPLOSION (OTHER THAN FUEL)
☒	☐	OTHER

CAUSE OF ACCIDENT

RANK BY NUMBER IN ORDER OF IMPORTANCE (ALL THAT APPLY - BUT NO MORE THAN 3)

#1	#2	
☒	☐	WEATHER
☐	☐	OVERLOADING
☐	☐	RESTRICTED VISION
☐	☐	IMPROPER MOORING
☐	☐	FAIL TO YIELD
☐	☐	OPERATOR INEXPERIENCE
☐	☐	OPERATOR INATTENTION
☐	☐	PASSENGER/SKIER BEHAVIOR
☐	☐	RECKLESS OPERATION
☐	☐	EXCESSIVE SPEED
☐	☐	NO SKI OBSERVER
☐	☐	SKI OBSERVER NOT OBSERVING
☐	☐	HAZARDOUS WATERS
☐	☐	DRUG USE
☐	☐	ALCOHOL USE
☐	☐	EQUIPMENT FAILURE
☐	☐	NAVIGATION LIGHTS DISPLAY
☐	☐	CONGESTED WATERS
☐	☐	HULL FAILURE
☐	☐	CARBON MONOXIDE
☒	☐	OTHER

OPERATION AT TIME OF ACCIDENT

#1	#2	
☐	☐	CRUISING
☐	☐	CHANGING DIRECTION
☐	☐	CHANGING SPEED
☐	☐	DRIFTING
☒	☐	TOWING
☐	☐	BEING TOWED
☐	☐	ROWING/PADDLING
☐	☐	SAILING
☐	☐	ANCHORING
☐	☐	DOCKING/UNDOCKING
☐	☐	AT ANCHOR
☐	☐	TIED TO DOCK/MOORED
☐	☐	OTHER

ACTIVITY AT TIME OF ACCIDENT

(CHECK ALL THAT APPLY)

#1	#2	
☒	☐	RECREATIONAL
☐	☐	FISHING
☐	☐	TOURNAMENT
☐	☐	HUNTING
☐	☐	SWIMMING/DIVING
☐	☐	MAKING REPAIRS
☒	☐	WATERSKIING/TUBING ETC
☐	☐	TOWING OTHER VESSEL
☐	☐	RACING
☐	☐	WHITEWATER SPORTS
☐	☐	PILOTING
☐	☐	NON-RECREATIONAL
☐	☐	OTHER

PERSONAL FLOATATION DEVICES

	VESSEL #1		VESSEL #2	
WAS THE VESSEL ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED FLOTATION DEVICES?	☐ YES	☐ NO	☐ YES	☐ NO
WERE THEY ACCESSIBLE?	☐ YES	☐ NO	☐ YES	☐ NO
WERE THEY PROPERLY SIZED?	☐ YES	☐ NO	☐ YES	☐ NO
WAS THROWABLE USED?	☐ YES	☐ NO	☐ YES	☐ NO

EQUIPMENT

	VESSEL #1	VESSEL #2
HAS EXTINGUISHER ON BOARD?	☐ YES ☐ NO	☐ YES ☐ NO
FIRE EXTINGUISHER USED?	☐ YES ☐ NO	☐ YES ☐ NO
FLAME ARRESTOR/CONTROL?	☐ YES ☐ NO	☐ YES ☐ NO
SOLAR PRODUCING DEVICE?	☐ YES ☐ NO	☐ YES ☐ NO
REQUIRED NUMBER(S)?	☐ YES ☐ NO	☐ YES ☐ NO

NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #

ALCOHOL or DRUG USE

HOW LONG HAD BEEN ON THE WATER BEFORE THIS ACCIDENT OCCURRED:
VESSEL #1 VESSEL #2

WAS THERE ANY LIQUOR OR ALCOHOLIC BEVERAGES ON BOARD DURING OPERATION OF
VESSEL ☐ NO ☐ YES
VESSEL #1 AMOUNT AND TYPE
VESSEL #2 AMOUNT AND TYPE

	VESSEL #1	VESSEL #2
ALCOHOL/DRUG USE		
ALCOHOL/DRUG USE APPARENT	☐ YES ☒ NO	☐ YES ☐ NO
OLD ALCOHOL	☐ YES ☒ NO	☐ YES ☐ NO
OLD DRUGS	☐ YES ☒ NO	☐ YES ☐ NO
WAS ALCOHOL/DRUGS	☐ YES ☒ NO	☐ YES ☐ NO
HAVE BEEN DRINKING	☐ YES ☒ NO	☐ YES ☐ NO

OPERATOR TEST RESULTS

	VESSEL #1	VESSEL #2
BLOOD		
BREATH		
URINE		
OTHER		
NONE		

DID ANY OF THE PASSENGERS CONSUME ANY ALCOHOL

VESSEL #1	VESSEL #2
☐ YES ☐ NO	☐ YES ☐ NO

COULD THE ACTIONS OF THE PASSENGERS HAVE CONTRIBUTED TO THIS ACCIDENT? IF YES, DESCRIBE
NO

VIOLATIONS AND CITATION DATA

NAME VESSEL # VIOLATION CODE(S)

NAME VESSEL # VIOLATION CODE(S)

NAME VESSEL # VIOLATION CODE(S)

NAME VESSEL # VIOLATION CODE(S)

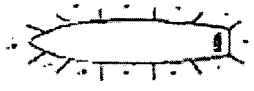
DAMAGED PROPERTY OTHER THAN VESSELS

NAME OF OWNER OF DAMAGED PROPERTY	DESCRIBE OTHER PROPERTY AND ESTIMATED DAMAGE	ADDRESS
N/A	N/A	N/A

VESSEL DAMAGE

VESSEL 1 DAMAGE ESTIMATE: $ N/A

DENOTE INITIAL IMPACT POINT
CIRCLE NUMBERS OF ALL OTHER DAMAGED AREAS
DESCRIBE DAMAGE



VESSEL # 2 DAMAGE ESTIMATE: $ N/A

DENOTE INITIAL IMPACT POINT
CIRCLE NUMBERS OF ALL OTHER DAMAGED AREAS
DESCRIBE DAMAGE

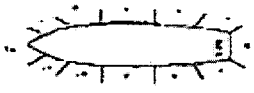
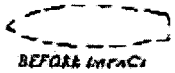


DIAGRAM BELOW THE POSITION AND DIRECTION OF TRAVEL OF VESSEL(S) INVOLVED



BEFORE IMPACT

AT IMPACT

AND AFTER IMPACT

#2

Mom + Dad

- Two day Pool
  charter but + kent Mom
- Family Meeting
- Saw Video
- Mom works at Dr. office
- Do exactly as they say

#1

- 25-30 mph
- into the wind
- Halls Creek Bay
- First time got up a tiny Bit
- gust of wind took it up
  Really fast
- Flip upside down
-

NOT TO SCALE

Narrative:

At approximately 1318 hours a Calesne Irvine, (P-1) self transported a Gregory Irvine age 34, (P-2) to the Bullfrog Medical Clinic. P-1 was the operator of the motorboat which was towing P-2 on a kite tube on Lake Powell, exact location not known. P-1 stated that the kite tube had flipped due to the wind throwing P-2 into the water. P-2 was assessed at the Bullfrog Medical Clinic and medical personel determined that P-2 had sustained a possible internal injury P-2 was life flighted from the Bullfrog Medical Clinic to Castleview hospital in Price, Utah.

REPORTING OFFICER OR INDIVIDUAL

DATE REPORT FORWARDED TO US COAST GUARD [illegible]	STATE BOATING AUTHORITY [illegible]	USNPS/TGC [illegible]	OTHER (AGENCY) [illegible]
U.S. COAST GUARD STANDARDS BRANCH NOTIFIED FOR POSSIBLE CONSIDERATION OF DEFECT NOTIFICATION YES NO DATE ____			
REPORTING OFFICER'S NAME (PRINT) [illegible]	PRIMARY [illegible]	AGENCY NPS GLCA	DATE [illegible]
REPORTING OFFICER'S SIGNATURE [illegible] 5/24/06		AGENCY ADDRESS [illegible]	
APPROVED BY (PRINT) Scott Ryan	SIGNATURE [illegible]		DATE 5/24/06

(DO NOT USE) STATE BOATING ADMINISTRATOR

CAUSES BASED ON (CHECK ONE) ( ) THIS REPORT ( ) INVESTIGATION AND THIS REPORT ( ) INVESTIGATION ( ) COULD NOT BE DETERMINED	SIGNATURE OF ROADWAY LAW ADMINISTRATOR OR ACFD REVIEWING OFFICER	DATE RECEIVED
PRIMARY CAUSE OF ACCIDENT	SECONDARY CAUSE OF ACCIDENT	

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 1

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 2

KITE TUBE DESCRIPTION

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

KITE TUBE SPECIFICATIONS

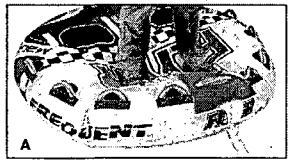
- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 3

▲ KITE TUBE ASSEMBLY AND INFLATION ▲

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles in the cover when the tube is properly inflated.

IMPROPER INFLATION



PROPER INFLATION

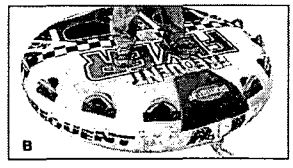


Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to stretch. The boat/watercraft cannot plane off and extra gas is consumed.

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it sit on the beach, dock, or boat/watercraft full of air! If it is stored out of the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- Leaf Blower
- Vacuum with two-way switch

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 4

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use with standard electric pumps, shop vac, wet vac, leaf blowers, and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by.firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) to top off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unit will inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on the slotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

KITE TUBE CARE AND MAINTENANCE

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep in a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cover and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

KITE TUBE TETHER TOW ROPE

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous towable tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 6

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL.
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you use a low tow point on the rear transom of the boat or tow hook.

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height above the water and can get thrown higher. At a boat speed of 10 and 20 mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 7

other immovable objects.
• Be aware of natural wind breaks and barriers that change the wind flow.
• Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
• Maximum 1 rider capacity
• Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
• Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
• 10 and 2 o'clock are the best control hand positions.
• Hang time, Kite time, can be 1 second or many minutes.
• Length of hang time depends on the wind, boat speed and rider weight.
• A straight boat heading into the wind creates the optimum Kiting performance.
• Ballet performance is what you are looking for (up and down).
• Use the large panoramic window to see the boat and to view rider height.
• Force the tube down by pushing your weight down with a swift, sitting motion.
• Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
• Use the handles to adjust left to right balance.
• Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
• Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
• Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
• A rider that falls or is ejected should try to fall away from the Kite Tube.
• Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

• Driver should be at least 16 years of age and pass a coast guard approved boating course.
• Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
• Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
• Maintain constant communication with spotter about the Kite Tube and its performance.
• Adjust boat speed to reduce the height of the Kite Tube.
• The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
• Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
• Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
• Never Kite higher than you want the rider to fall, adjust your speed.

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45° angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 9

• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 10

▲ WIND SPEED AND EFFECT ▲

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 11

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: **http://www.sportsstuff.com**

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 1

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under six (12) years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

GeneralTowableManual2006.qxd 11/10/05 4:26 PM Page 2

tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
• The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
• Always wear a U.S. Coast Guard approved Type III (PFD) ski vest or as recommended by proper government authorities.
• Use this product only on water.
• Know your limits. Stop when you're tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable.
• Do not use this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.

The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller, liable for any loss, damage, injury or expenses of any kind arising out of the use of this product. It is the responsibility of the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear and deterioration from use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

REPLACING PRODUCT PARTS:

If a leak or problem is suspected with your tube, locate the valves,deflate the item and remove the inflatable PVC bladder to inspect possible problem areas. Contact Sportsstuff warranty department for prompt parts replacement if a problem is located. For non-warranty parts replacement, follow the same procedure. When a replacement is received, follow the steps below:

1. Unfold the cover and lay the bladder out.
2. Locate the bladder and the inflation valve. Carefully place the PVC bladder inside the cover of the product in the appropriate location.
3. Line up the valve with the valve opening in the cover.
4. Refer to the WEGO manual for further assembly information.

MAINTENANCE:

Very little care is required for the bladder or cover.
• You may clean your towable using soap and water or mild detergent.
• Never use strong cleaning agents.
• The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight.
• To deflate, simply unfasten the entire valve from the base.
• Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
• Bright colored fabric covers used on the towable may bleed or fade when initially wet. Protect all boat interiors and all other surfaces from possible staining.

TOW ROPE RECOMMENDATIONS FOR SPORTSSTUFF PRODUCTS:

• The watercraft owner/operator is responsible for informing all the persons riding or using tow ropes of the WSIA Recommendations for tow ropes. Improper use of your tube and rope could result in serious injury or death.
• Following are the WSIA (Water Sport Industry Association) Recommendations for tow ropes (Do not exceed recommended rider capacity for your tube):

GeneralTowableManual2006.qxd 11/10/05 4:26 PM Page 3

Number of Riders	Combined Weight of Riders	Rope Tensile Strength
One	min 100lbs - max 200 lbs	1500 lbs

- A standard tow rope should not exceed 65 feet.
- The tow rope should be assembled in a manner appropriate for the watercraft and tow tube.
- Please check all rope connections for frays, cuts, sharp edges, knots and wear and tear before each use. Discard any ropes that appear to be worn. It is recommended that you replace each tow rope at the beginning of the boating season.
- Tow ropes are subject to stretching during use. Please warn riders and persons in the boat/watercraft of the danger of ropes recoiling.
- DO NOT place arms, legs or head in the handle section as serious injury may result.
- Ensure that the tow rope is free from all body parts prior to towing a rider and while the tube is in use.
- Do not use a tow rope with a bungee material to pull skiers or riders. This type of apparatus could also result in serious injury or death to the tube rider or passengers in the boat/watercraft.
- Ropes will deteriorate with direct sunlight exposure. Please store away from direct sunlight and discard any rope that is frayed, discolored or raveling.
- Do not add hardware to this product that is not supplied by Sportsstuff.
- Avoid the propeller and engine at all times. Should the rope become tangled in the propeller, shut off the engine and remove key from ignition before retrieving rope from propeller.

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

- When using a Sportsstuff product, you are engaging in an exciting recreational activity with inherent risks. Act responsibly and only use your product with the awareness of and willingness to accept the risks involved.
- Read all instructions and warnings provided to you in this owner's manual and those printed on the product. Do not discard this manual.
- As in any recreational activity, reckless use, misuse, inexperience and/or neglect of the proper equipment used may result in serious injury or death.
- Visually inspect the towable and tow rope before each use. Do not use if product or tow rope is damaged in any way.
- This product is NOT for use by children under 12 years of age.
- Never leave children unattended. Use only under competent supervision.
- Sportsstuff products are NOT to be used for rental use.
- Do not consume alcohol or other drugs while using this product. Even small quantities of alcohol and other drugs can impair judgment, balance, and coordination which can greatly affects one's performance.
- Make sure all riders are wearing a U.S. Coast Guard Type III (PFD) approved life vest at at all times.
- Be conscious of the weather conditions as weather changes can occur very quickly.
- Check with your state or local government to learn their specific legal requirements concerning towables and towing.
- Use tow ropes that are designed specifically for towables with WSIA (Water Sports Industry Association) break strength guidelines.

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

- The boat/watercraft driver has the ultimate responsibility for the safety of the riders.
- Carefully survey the water before you begin towing riders.

• Do Not pull a towable without a rider. A towable is designed to have a rider in order to balance the weight distribution of the product
• Be aware of water conditions along with changes in the weather. The condition of the water greatly influences the type of ride the rider will have. Please take into consideration the age and physical ability of your rider.
• It is the boat/watercraft driver's responsibility to instruct the riders how to ride a towable. The boat/watercraft driver should carefully instruct the riders of potential risks and possible injury that may occur if they partake in careless behavior.
• At the beginning of the ride, carefully take the slack out of the tow rope. Never jerk start a towable. After the rider has signaled that he/she is ready, the driver can slowly bring the towable to a planing point.
• Most towables will plane out at 10 to 20 mph, depending on the weight of the rider. It is important to keep the nose of the item up until the item is planing.
• The resistance of the product varies widely with these factors: boat speed, turns, water conditions, number of riders and their weight, towable size, shape and function. The boat/watercraft driver should adjust the boat speed to fit these situations to minimize resistance of the towable.
• Use in wide, open spaces. Stay at least 100 yards from shallow water, shore, rocks, boats, docks and buoys. Most accidents happen on turns and in congested areas.
• The boat/watercraft driver determines the speed and the action of the towable in turns and when crossing the boat/watercraft wake. In the straight-a-ways, the boat/watercraft towing speed is the same as the towable speed. The towable speed will increase when the boat/watercraft makes a 90 to 180 degrees turn without increasing the boat/watercraft speed. If the boat/watercraft speed is 20 mph, the towable speed can be 30-40 mph. The "slingshot effect" sends the user outward from the center of the towable. Be aware of the limitations of the rider.
• Large wakes combined with the wave action and speed can contribute to a rough ride. Use a safe speed that enables the towable to plane out. The boat/watercraft driver should adjust the boat/watercraft speed and turns to fit the water conditions and the age, experience, skill and physical strength of the rider.
• Excessive speed or sharp turns might cause the tube to flip over abruptly, possibly causing serious injury to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• Under normal conditions, the maximum safe speed for adults is 20 mph. Safe speeds for children are less than 15 mph, depending on the age and physical capability of the child.
• Please make sure your boat/watercraft is tow-worthy and has the appropriate horsepower to pull rider(s) and the tow tube. Do not exceed the boat/watercraft passenger capacity.
• Extreme drag forces can develop when pulling this tube. Please use towable in calm water. Heavy waves or choppy conditions can create more drag or even result in a submarine or anchor effect.
• Extreme drag forces may also result if: the rider(s) fall off, the tube noses in or tips over and water fills cockpit/seating area. The boat/watercraft operator should immediately slow or stop to eliminate this factor.
• Death or serious injury can result from the submarine or anchor effect causing more extreme drag forces on the tow rope and/or tow point. The tow rope might have too much stress and either break and snap back at the rider(s) or other occupants of the boat. It is the boat driver's responsibility to make sure this does not occur.

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 5

• Do not exceed the weight guidelines of your boat. Do not allow passengers to hang outside the boat or side on the gunwales (sides/edges of the boat) outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales (sides/edges of the boat) of the boat.

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

• Tow/Ski towers are not designed for use with any inflatable tube towing.
• Use only lifting eyes/transoms or tournament-rated ski pylons for towing tubes.
• Consult your boat's manufacturer if you are unsure of it's tournament rating.
• Do not tow any inflatable from a ski eye.
• Any tow pylon or ski pylon installed after market is not intended for inflatable tube towing.
• Death or serious injury may result if an unapproved ski/tow pylon is used.

⚠ WARNING! SPOTTERS NOTICE: ⚠

• Always use a spotter (observer) in the boat to communicate the needs of the rider to the driver.
• The spotter must be the eyes of the driver and the rider, always alert to recognize possible danger so proper action can be taken to avoid any risk to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• The spotter should hold up a safety flag cautioning all other boaters that riders are in the water.

⚠ WARNING! RIDERS NOTICE: ⚠

• Do not use this items as a personal flotation device.
• Do not exceed the manufacturers recommended number of riders for your particular tube.
• Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not to exceed 65 feet.
• Only use this product with a responsible boat/watercraft operator who knows how to effectively operate the equipment.
• This product should be used in water only. Do not launch from dock or land.
• Do not use near piling, docks, shores or shallow water or other obstructions that could cause serious injury to the rider.
• Carefully instruct the other riders the proper way to attach rope and operate the towable.
• DO NOT strap or attach arms or legs to cover or tube. Never place hands or feet in between the tube or cover.
• This item has no braking or steering mechanism and can develop high speeds under certain towing conditions. Use at your own risk!
• This product is not a life saving device.
• Take necessary breaks when you are tired.
• Never get near the propeller with the engine running, even if it is in neutral.

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 6

GENERAL TROUBLE SHOOTING GUIDE:

Symptom: Product won't hold air.
Solution: Check to see that the valve is fastened properly. Re-fasten valve if needed. Check to see if the product was inflated fully from the beginning. If you suspect it wasn't inflated fully, add more air. PVC Repair Adhesive is available from Sportsstuff at www.sportsstuff.com or 888-814-8833 for small hole or seam repairs.

Symptom: Valve is leaking
Solution: Listen closely to hear if air is leaking. Be sure the valve and cap are screwed in or fastened straight and are tight. Leakage can occur if the valve is not fastened correctly.

Symptom: Product inflates but doesn't become firm.
Solution: Please check to make sure it was inflated firmly with a high volume air pump. If you are sure you inflated it properly, fully assess it for a leak or re-fasten the valve. If a leak is detected, the bladder may be patched by using Sportsstuff PVC Adhesive which can be purchased directly from Sportsstuff.

Symptom: Cover is very loose (Applies only to products with covers).
Solution: Please check to make sure that your product is inflated fully and the tube is in place. The cover should fit snugly over the well-inflated tube. If the cover remains loose, add more air. See also the INFLATION section of this manual.

WARRANTY POLICY:

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11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: **http://www.sportsstuff.com**

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 7

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code". It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

Warnings

and

Guidelines for Use

September 2004

TABLE OF CONTENTS

SECTION 1	SKIS	
TAB 1(A)	SKI: ON PRODUCT WARNING	1
TAB 1(B)	HIGH PERFORMANCE SKI BINDING: ON PRODUCT WARNING	2
TAB 1(C)	OPERATOR'S MANUAL: SKI AND BINDING	3
SECTION 2	WAKEBOARDS	
TAB 2(A)	WAKEBOARD: ON PRODUCT WARNING	7
TAB 2(B)	HIGH PERFORMANCE WAKEBOARD BINDINGS: ON PRODUCT WARNING	8
TAB 2(C)	OPERATOR'S MANUAL: WAKEBOARD AND WAKEBOARD BINDING	9
SECTION 3	KNEEBOARDS	
TAB 3(A)	KNEEBOARD: ON PRODUCT WARNING	13
TAB 3(B)	KNEEBOARD STRAP: ON PRODUCT WARNING	14
TAB 3(C)	OPERATOR'S MANUAL: KNEEBOARD	15
SECTION 4	ROPES	
TAB 4(A)	SKI TOW ROPE: ON PRODUCT WARNING	18
TAB 4(B)	ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING	19
TAB 4(C)	OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE	20
SECTION 5	INFLATABLE TUBES	
TAB 5(A)	INFLATABLE TUBE: ON PRODUCT WARNING	24
TAB 5(B)	OPERATOR'S MANUAL: INFLATABLE TUBE	26
SECTION 6	WAKESURFER	
TAB 6(A)	WAKESURFER: ON PRODUCT WARNING	30
TAB 6(B)	OPERATOR'S MANUAL:WAKESURFER	31

TAB 4(B) -- ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING

[In the following warning, fill in the appropriate information for the strength of the rope.]

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.]

MANUFACTURER'S GUIDELINES FOR USE

1) The warning is FOR USE ON ROPE FOR TOWING INFLATABLE TUBE.

2) Warning should be securely attached to the tow rope within six feet of rope where it attaches to inflatable tube. Warning should be attached in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen by user prior to use.

7) Manufacturer should list on the tube rope packaging and in the instructions the maximum number of riders intended for towing using this tube rope, and list the average tensile strength of the rope.

8) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

TAB 4(C) -- OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE:

SKI TOW ROPE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/kneeboards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

[In the following warning, fill in the appropriate information for the strength of the rope.]

ROPE FOR TOWING INFLATABLE TUBE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- It is the responsibility of the watercraft owner/operator to know and inform all persons riding or using tow ropes of the information presented herein. Unsafe operation by watercraft driver will endanger you and others.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling

for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.

- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
- Check the rope, handle, and/or connectors for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks which can cause rope to snap back and may hit the occupants of the watercraft which could result in injury or death.
- Never put arms, legs or head in the handle section, since injury or death may result. Never wrap rope around any part of your body prior to or during use or when retrieving rope.
- Do not use a tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or occupants of watercraft.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The product should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling. Some chemicals may affect the rope. If the product become tacky or changes color or appearance, do not use.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales outside the normal seating area of the boat. Uneven weight distribution or additional weight

may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider.before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should be **PROVIDED TO THE PURCHASER OF A SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

TAB 5(A) – INFLATABLE TUBE: ON PRODUCT WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal floatation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

MANUFACTURER'S GUIDELINES FOR USE

1) This warning is FOR USE ON TOWABLE TUBES.

2) Warning should be securely attached to (or printed on) the tube or surrounding skirt in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use only highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen prior to use.

7) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

SPECIAL MANUFACTURING INSTRUCTIONS

8) Manufacturer should list on the packaging and in the instructions the maximum number of riders recommended for the product, and the average tensile strength of the rope necessary for pulling the tube and its rider(s).

[Insert appropriate number of people for this tube, corresponding average weight for the people, and the average tensile strength of the rope required in the following message which should appear on the packaging.]

Number of Riders	Average Weight of Riders	Average Rope Tensile Strength
One	170 Lbs.	1500 Lbs.
Two	340 Lbs.	2375 Lbs.
Three	510 Lbs.	3350 Lbs.
Four	680 Lbs.	4100 Lbs.

⚠ WARNING

Use of this product and participation in the sport of tubing involves inherent risks of injury or death. Before using this tube, read the owner's manual carefully.
This tube is designed to carry no more than ____ persons or _____ lbs.
Use a tow rope of at least ____ lbs. Average tensile strength for pulling this tube and its rider(s).
The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

TAB 5(B) -- **OPERATOR'S MANUAL: INFLATABLE TUBE**

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- Carefully read this manual and follow the instructions.
- Only use your tube with a responsible watercraft operator who knows how to operate a watercraft properly.
- Take all reasonable precautions in the use and operation of your tube and boat.
- Teach anyone using your tube how to attach it to the rope, how to ride it, and how to maintain it.
- Use a single tube for not more than one rider and no more than two riders for a double tube. Do not exceed the manufacturer's recommended number of riders for your particular tube.
- If the tube is designed for more than one person, take extra precaution to avoid colliding with one another.
- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

- Never strap or attach anyone to the tube or cover. Never put your feet or hands through the strapping of the towing system or handles. Never wedge your hands or feet under the cover or between the cover and the tube.
- Never attempt jumps or dangerous tricks with your tube. If more than one tube is being towed, avoid collisions with other tubes.
- Scout the area before use to avoid any debris or obstacles that might present a safety hazard.
- Know your own limits. Stop when you are tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable tube.
- Check the rope and connector for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks.
- Do not use tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or boat occupants.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The tow rope should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales

outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should **BE PROVIDED TO THE PURCHASER OF AN INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form, etc.) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

ON TUBE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceeds skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of 1500 lbs. average tensile dtrength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling three people and 4100 lbs. average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

Photo #1: Water Sports Industry Association warning on regular tubing

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/knee-boards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use.

ROPE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ (one, two, three four) people or ____ (170, 340, 510, 680) pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

TUBE ROPE WARNING

Photo #2: Water Sports Industry Association rope and tube rope warnings

Glen Canyon NRA
Determination of Public Access or Restriction

Affected Area/Topic Common Name:

A restriction concerning kite tubing, kite boarding, and parasailing.

Location of Affected Area:

All waters, air, and land areas of Glen Canyon NRA.

Nature of Action/Restriction/Closure:

A general restriction specific to recreational activities commonly referred to as kite tubing, kite boarding, and parasailing. This restriction applies to any activity requiring a tow vessel for the purpose of sustained air travel above the water surface, and any water based recreational activity that relies on tethered parafoils, parachutes, kites, wings, or other tethered apparatus for propulsion across the water surface resulting in sustained air travel. This restriction is not intended to limit or curtail activities associated with conventional recreational pursuits including sailing, sail boarding, water skiing, knee boarding, or wake boarding.

Level of Scope of Closure/Restriction:

This is a general restriction specific to all waters and areas within Glen Canyon NRA to specific recreational activities known as kite tubing, kite boarding, and parasailing.

Proposed Regulatory Language (36 CFR section/wording):

36 CFR 1.5 (a)2

Kite tubing, parasailing, and similar activities requiring a tow vessel or tow vehicle for the purposes of providing air flight of participants and/or apparatus are prohibited within the boundaries of Glen Canyon NRA. Kite boarding, kite surfing, and similar tethered activities requiring a parasail, kite, wing, or similar tethered apparatus attached to the participant or floatation device, for the specific purpose of providing propulsion or air flight are prohibited.

Definitions:

Kite tubing is a generic term used to describe certain water based recreational pursuits involving the use of tethered floatation devices designed to rise above the surface of the

water. This term is used to describe recreational activities associated with the use of manufactured devices such as the WEGO "Kite Tube", SEVYLOR "Manta", and similar apparatus.

Kite boarding is a generic category of recreational activities associated with floatation devices designed for water and air travel propelled by tethered parafoils, parachutes, wings, kites, or other similar apparatus.

Parasails are a generic family of devices dependent on parafoils, parachutes, wings, or similar apparatus towed by vessels with long tow lines for the purposes of sustained air travel.

Justification:

In April of 2006 the first observation of kite tubing was made at Glen Canyon NRA. This observation was made secondary to a call for EMS intervention to rescue a severely injured man who had been crushed by a Kite Tube inverting and crashing. This person suffered severe trauma to their neck and chest resulting in a near drowning incident. This incident was documented in CI# 06 0297. Since this first accident three other severe injuries,(CI# 06-941, 06-1301, 06-1334), and multiple minor accidents attributed to kite tubing have occurred within the recreation area. Glen Canyon staff have air lifted 4 patients from the lake, with three suffering life threatening injuries. Subsequent viewings of various kite tubing promotional materials indicates a steep learning curve for the "operator" to establish the correct balance and steering to keep the kite tube from veering violently from side to side and/or up and down. The manufacturer's videos show sequences where the kite tube appears to be primarily out of control. In addition numerous personal videos of actual accidents have been recorded and collected showing the unpredicted violent out of control nature of this activity. Due to the unpredictable nature of the crafts "flight", it is dangerous and inappropriate to permit this activity to occur in proximity to other visitors recreating on the lake, nor is it prudent to allow an inherently unstable and dangerous activity to establish a user/participant precedent.

Kite tubing presents many of the same risks as "cliff jumping" which is a prohibited activity in the NRA. Kite tubes have the potential to rise to 60' above the water surface while traveling at speeds of 35-40 mph. Because of the uncontrolled nature of kite tube falls or crashes, the "operator" often impacts the water surface at high speeds, near vertical angles, and unusual body positions, significantly increasing the risk of injury. (See attached list of case incidents.)

Kite boarding represents a separate, but similar, set of risks and dangers to visitors at Glen Canyon NRA because of the basic uncontrolled nature of the kite board and the attached operator which is dependent on wind to provide lift and propulsion. Kite boarders are dependent on air movement and have little control concerning the general direction of travel, which may interfere with other visitors engaged in traditional water recreation activities such as sailing, water skiing, fishing, etc. In addition the lines and

cables attaching the kite boarder to the parafoil or wing pose potential safety concerns to other boaters or park visitors that may be struck or collide with these lines. Kite boarding, due to the generally uncontrolled speed and direction of travel of the kite board, requires large, open, and empty expanses of water, which often is not available at Glen Canyon NRA because of competing visitor uses.

Parasailing also represents potential risks and dangers to parasailing participants as well as other park visitors. Parasailing requires extremely long lines, often in excess of 1000', generally straight line boat travel, and large open spaces of shoreline or water surface for landing, which increases the risk of interference or collision with other park visitors. Because the parasail tow boat requires sustain forward momentum to keep the parasailer air borne, it is extremely difficult for the tow vessel to maneuver or stop quickly to avoid other vessels or water hazards. The NRA has responded to calls for emergency assistance and rescue services because of serious injuries sustained in parasailing accidents. (See attached list of case incidents.)

Kite tubing, kite boarding, and parasailing are incompatible with the current spectrum of permissible recreational opportunities available at Glen Canyon NRA. While Lake Powell offers what appears to be a vast expanse of open water and endless space, impacts and conflicts among various user groups occur frequently due to the relatively restricted water channels and high level of visitor use. Kite tubing, kite boarding, and parasailing require large amounts of space and unpopulated surface waters and have the potential to disrupt established recreational pursuits. Kite tubing, kite boarding, and parasailing may require long tow ropes, large open water surfaces for takeoffs and landings and, because of their air borne attachments can not maneuver or stop abruptly. To avoid inevitable accidents caused by kite tubing, kite boarding, and parasailing, as well as conflicts and accidents involving traditional park user groups not accustomed to the special operational needs of these dangerous air borne activities, the NRA has chosen to prohibit kite tubing, kite boarding, and parasailing.

(SEE ATTACHMENTS & DATA FILES)

NEPA, Cultural Resources Requirements:

None Required.

Proposed by: Mark Law, Law Enforcement Specialist, GCNRA

Proposal Implementation Date: 6-15-06

Method of Public Notification:

Notification of this closure restriction pertaining to towed aerial watercraft will be made through local and regional media services, park publications, park web-site, and posted on area information bulletin boards. (See attachments.)

_____ _____

Reviewed By: Mike Mayer **Date**
Chief Ranger Visitor and Resource Protection

Determination: **Adopted** **Rejected**

_____ _____

Kitty L. Roberts **Date**
Superintendent
Glen Canyon National Recreation Area

0606014HCC3604 Exhibit H

National Park Service
U.S. Department of the Interior

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GLEN CANYON NATIONAL RECREATION AREA

Kite Tubing Safety Alert

Over the past month, the park has experienced a sharp upswing in visitor accidents and injuries due to kite tubing on the lake.

Kite tubes were introduced into the market this past winter and have proven to be extremely dangerous. During the past three weeks, Glen Canyon staff have airlifted four people from the lake, with three suffering life threatening injuries. Kite tubes are large, round, ten-foot tubes with a solid fabric floor in the bottom. As the tube is pulled forward, the front of the tube is lifted and air catches the floor of the tube and lifts it out of the water with the rider on top of the tube.

In all cases at Glen Canyon NRA, the riders were being pulled at 25 to 35 mph with a head on or quartering wind. The tubes would rise uncontrollably 15 to 25 feet into the air and immediately invert and accelerate back to the water. The combined forward speed of the boat, plus the additional accelerated downward speed is driving these victims into the water at speeds near 50+ mph. For additional details on the accidents, see the related incident report in today's edition.

Interviews with friends and family members of accident victims have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor injury accidents occurred prior to the incidents that required advanced life support. All victims were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged down to the water surface. The injuries seen are consistent with deceleration impact events that cause internal trauma. Victims have reported coughing up blood, torn muscles, whiplash type injuries, broken ribs, punctured lungs and cervical fractures.

Glen Canyon NRA has initiated discussion and contact with the National Association of State Boating Law Administrators (NASBLA) and will be providing a national safety alert through their organization very soon. In addition, the Consumer Product Safety Commission has been notified regarding this emerging threat and efforts are being made to disseminate more information on this activity through them.

One of the park's weekend accidents resulted in a major neck injury. A news video from KUTV in Salt Lake City and a second KUTV video clip on an incident at Lake Mead can be viewed by clicking on the links listed below (a flash player is needed to view them):

http://www.kutv.com/video/?id=16192@kutv.dayport.com

http://www.kutv.com/video/?id=16155@kutv.dayport.com

A prohibition on cliff jumping was put in place at Glen Canyon last year after an increase in injuries and fatalities associated with this activity. Although controversial in the beginning, it has been widely accepted and the park has received many positive comments back on this prohibition. A review of the data indicated that a significant increase in injury and death occurred at jumps higher than 15 feet. The last cliff jumping fatality occurred from 70 feet, with a calculated speed of about 50 mph when the victim impacted the water.

Similar circumstances apply in this case. All kite tubers reported that they were traveling at 30 to 35 mph and most were 15 to 20 feet in the air when they were either ejected or turned upside down and accelerated back to the water. Another 10 to 20 mph of speed is added to their forward speed, so the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equivalent of a 70 foot cliff jump, with the added component of the victims having no control over how they enter or impact the water.

0606014HCC3604 Exhibit H

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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headline.cfm?type=Announcements&id=4523 Posted: June 08, 2006
[Back]

0606014HCC3604

GLCA KITE TUBING

6/14/2006
Exhibit H

CASE #	DATE	RANGER	INCIDENT	COMMENTS
06-0297	4/7/2006	CLASSIC	EMSALS (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0297	4/7/2006	JOSTAD	ACCKITEPI (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0941	5/22/2006	BF CLINIC	EMSALS (serv)	34 YOM KITE TUBING ACCIDENT
06-0941	5/22/2006	VANDRAGT	ACCKITEPI (serv)	34 YOM KITE TUBING ACCIDENT
06-1301	6/2/2006	MOWAT	EMSALS (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1334	6/3/2006	STARK	EMSBLS (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	ACCKITEPI (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	SAR (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1301	6/2/2006	MOWAT	ACCKITEPI (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1526	6/10/2006	SAMPLE	ASSTCTZN (serv)	VERBAL CONTACT WITH KITE TUBER
06-1533	6/10/2006	LARSON	ASSTCTZN (serv)	EDUCATIONAL CONTACT FOR KITE TUBING

Exhibit H

CRNUMBE	INCIDENT	DATE	LOCAT	REMARKS
00-0523	ACCOTHPI (serv)	4/28/2000	BF	21 YOM BROKEN RIGHT ANKLE FROM PARASAILING ACCIDENT
01-0298	ASSTCTZN (serv)	4/11/2001	DR	DISABLED SAILBOAT
01-1344	FOUNDPROP (serv)	6/7/2001	HC	12 FT SAILBOAT WATERSKIS
01-1822	ACCBTPDO (serv)	6/13/2001	WW	SAILBOAT TIPPED OVER
01-3471	ACCBTPI (serv)	7/24/2001	WW	PARASAILING ACCIDENT
01-4366	ACCBTPI (serv)	8/16/2001	BF	PARASAILING ACCIDENT
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING ACC
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING
02-1741	FOUNDPROP (serv)	6/25/2002	HI	SAIL WHITE/ORANGE
03-4718	PTIIOTH (pt2nt)	10/17/2003	WW	VW TO SUBJECT FOR PARASAILING
05-1295	EMSBLS (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN
05-1295	ACCOTHPI (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN

0606014HCC3604

Exhibit H

CRNUMBE	INCIDENT	LOCAT	DATE	REMARKS
91-2839	COMILLOP	WW	8/28/1991	PARASAILING THE THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN PARK
91-3565	EMSALS	BF	10/11/1991	PARASAILING ACCIDENT/BLANDING
92-3455	ACCBTPI (serv)	BF	8/10/1992	PARASAILING ACCIDENT
92-3874	ACCBTPI (serv)	BF	9/2/1992	PARASAILING ACCIDENT
92-3874	EMSALS	BF	9/2/1992	PARASAILING ACCIDENT - BACK PAIN
93-3683	EMSBLS	BF	9/10/1993	PARASAILING INJ POSS FX ANKLE TRANSPORT TO CLINIC

6-16-06; 4:14PM;G.L.C.A. DISPACH ;9286086315 # 17/ 17
0606014HCC3604

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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

0606014HCC3604 Exhibit H

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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

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More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– www.nps.gov/glca –

0606014HCC3604

Exhibit H

mph and most were 15 to 20 feet in the air when they were either ejected or turned up
accelerated back to the water. Another 10 to 20 mph of speed is added to their forwar
the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ
70 foot cliff jump, with the added component of the victims having no control over how
impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM -----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

0606014HCC3604 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM
MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

0606014HCC3604 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM
CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM
CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
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928-608-6259 FAX Office

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 10:05 AM MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
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Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208

0606014HCC3604 Exhibit H

« World's largest kite flies in Tokyo
321 kite-flyers held in a crackdown against metal-wire use »

Kite Tube!?

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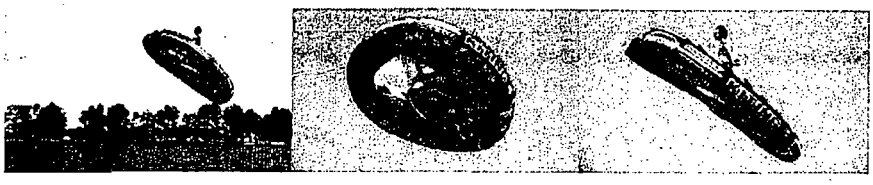
Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.



This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one…
http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′. Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

0606014HCC3604

Exhibit H

Submit Comment

KiteRing Connects People

[Join Now | Ring Hub | Random | << Prev | Next >>]

Steadywinds.com is proudly powered by WordPress
Entries (RSS) and Comments (RSS).

0606014HCC3604

Exhibit H

Confirmation Report-Memory Send

Time : Jun-12-2006 08:53am
Tel line 1 : 9286086259
Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Kevin Jones	From:	Mark Law
Fax:	801 524 4506	Date:	6/12/06
Phone:	801 524 5677 x227	Pages:	
Re:		Fax:	928 608-6315
		Phone:	928 608-6252

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

0606014HCC3604 Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

be very traumatic.

Bob Baron

From: Luckesen [mailto:Luckesen@hughes.net]
Sent: Friday, June 09, 2006 8:59 AM
To: Kiko Augusto Villalon; Dr. Robert Baron; Richard Blackman; Bill Furbee; Jennifer Killeen; erny kuncl; Jim Leach; Fred Messmann; Joe and Nancy; Rngrram@aol.com; Todd Schwede; Ted Woolley
Subject: Kite Tubes

In the past three weeks we have had to Airvac four serious injured people from Lake Powell that were engaged in a new water activity called Kite Tubing. This activity involves a large round inflated tube that is towed behind a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air to a height of 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance cause the tub to dive down into the water at a high rate of speed. The individual on these tubes impacted the water at both the forward tow speed of the vessel and then at the downward accelerated speed, which can be as high as 70 MPH. As a medic I have responded to three of these calls in a one week period and my Kite Tubing patients all had to be Airvac to Level I Trauma Centers. A 29-year-old male who suffered a broken neck (double Fx of C-2) and a 26-year-old male with a hemopneumothorax produced by broken ribs. My third patient a 14-year old female suffered a whiplash injury and was released from the hosipital. Several weeks' earlier another Medic had a similar case at Lake Powell involving a young man with a severely punctured lung. Several local hospitals have reported recently seeing Kite Tube patients with simular injuries from people that have self transported to their facilities. Taking with other water enforcement agencies they are seeing Kite Tubing injuries and I have heard of one fatality in Texas. This death was due to a transected aortic commonly seen in deceleration auto and airplane type accidents. Interviews with friends and family members of patients have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor Kite Tubing injuries occurred with other members of the boating party prior to the incidents that required advanced life support. All victims stated they were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged up side down into the water. Friends of the victims that did not immediately report their injuries advised that they had coughing up blood, had torn muscles, whiplash type injuries and broken ribs.

Go to the following Internet link and then click on the video section in the upper right hand corner. These clip show graphically what can happen with these devices.

http://www.kutv.com/video/?id=16192@kutv.dayport.com <
http://www.kutv.com/video/?id=16192@kutv.dayport.com>

http://www.kutv.com/video/?id=16155@kutv.dayport.com <
http://www.kutv.com/video/?id=16155@kutv.dayport.com>

http://www.break.com/index/tubingtakeoff.html

Glen Canyon is considering banding these device from boating activities on Lake Powell and Dr. Baron has also taken an active role in banding these devices.

Steve

0606014HCC3604

Exhibit H

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Mark Bernstein	From:	Mark Law
Fax:	775 278 5863	Date:	6/16/06
Phone:		Pages:	
Re:		Fax:	928 608 6315
		Phone:	928/608-6252
			Dispatch 928 608-6301

☐ See Attached ☑ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

See attachments.

Will be sent in 3 sessions

2nd set

0606014HCC3604 Exhibit H

National Park Service
U.S. Department of the Interior

InsideNPS
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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

0606014HCC3604 Exhibit H

National Park Service
U.S. Department of the Interior

InsideNPS
Information Gateway for NPS Employees

GLEN CANYON NATIONAL RECREATION AREA

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More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– www.nps.gov/glca –

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mph and most were 15 to 20 feet in the air when they were either ejected or turned up
accelerated back to the water. Another 10 to 20 mph of speed is added to their forwar
the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ
70 foot cliff jump, with the added component of the victims having no control over how
impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

about inside.nps.gov | feedback

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM -----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM
MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

0606014HCC3604 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM
MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

0606014HCC3604 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
cell 928-640-0429
928-608-6259 FAX Office

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 10:05 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208

0606014HCC3604 Exhibit H

- Home
- Kite Building
- Kite Portfolio
- Photos
- Archives
- Contact

« World's largest kite flies in Tokyo
321 kite-flyers held in a crackdown against metal-wire use »

Kite Tube!?

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Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.

This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one… http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′. Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

0606014HCC3604

Exhibit H

Submit Comment

KiteRing Connects People
[Join Now | Ring Hub | Random | << Prev | Next >>]

Steadywinds.com is proudly powered by WordPress
Entries (RSS) and Comments (RSS).

0606014HCC3604 Exhibit H

Confirmation Report—Memory Send

Time : Jun-12-2006 08:53am
Tel line 1 : 9286086259
Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Kevin Jones	From:	Mark Law
Fax:	801 524 4506	Date:	6/12/06
Phone:	801 524 5677 x227	Pages:	
Re:		Fax:	928 608-6315
		Phone:	928 608-6232

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

0606014HCC3604 Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

be very traumatic.

Bob Baron

From: Luckesen [mailto:Luckesen@hughes.net]
Sent: Friday, June 09, 2006 8:59 AM
To: Kiko Augusto Villalon; Dr. Robert Baron; Richard Blackman; Bill Furbee; Jennifer Killeen; erny kuncl; Jim Leach; Fred Messmann; Joe and Nancy; Rngrram@aol.com; Todd Schwede; Ted Woolley
Subject: Kite Tubes

In the past three weeks we have had to Airvac four serious injured people from Lake Powell that were engaged in a new water activity called Kite Tubing. This activity involves a large round inflated tube that is towed behind a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air to a height of 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance cause the tub to dive down into the water at a high rate of speed. The individual on these tubes impacted the water at both the forward tow speed of the vessel and then at the downward accelerated speed, which can be as high as 70 MPH. As a medic I have responded to three of these calls in a one week period and my Kite Tubing patients all had to be Airvac to Level I Trauma Centers. A 29-year-old male who suffered a broken neck (double Fx of C-2) and a 26-year-old male with a hemopneumothorax produced by broken ribs. My third patient a 14-year old female suffered a whiplash injury and was released from the hosipital. Several weeks' earlier another Medic had a similar case at Lake Powell involving a young man with a severely punctured lung. Several local hospitals have reported recently seeing Kite Tube patients with simular injuries from people that have self transported to their facilities. Taking with other water enforcement agencies they are seeing Kite Tubing injuries and I have heard of one fatality in Texas. This death was due to a transected aortic commonly seen in deceleration auto and airplane type accidents. Interviews with friends and family members of patients have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor Kite Tubing injuries occurred with other members of the boating party prior to the incidents that required advanced life support. All victims stated they were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged up side down into the water. Friends of the victims that did not immediately report their injuries advised that they had coughing up blood, had torn muscles, whiplash type injuries and broken ribs.

Go to the following Internet link and then click on the video section in the upper right hand corner. These clip show graphically what can happen with these devices.

http://www.kutv.com/video/?id=16192@kutv.dayport.com <
http://www.kutv.com/video/?id=16192@kutv.dayport.com>

http://www.kutv.com/video/?id=16155@kutv.dayport.com <
http://www.kutv.com/video/?id=16155@kutv.dayport.com>

http://www.break.com/index/tubingtakeoff.html

Glen Canyon is considering banding these device from boating activities on Lake Powell and Dr. Baron has also taken an active role in banding these devices.

Steve

BoatingABC.com
Boating Message Board and Forum

Jay Schneider
Warrant Officer
Member # 2167

posted June 21, 2006 11:31 AMJune 21, 2006 08:31 AM

Given the recent online discussions about the dangers of using flying tubes like the Wego Kite Tube on this and other forums, we at Sportsstuff would like to reiterate the importance of its proper usage.

There are inherent risks with any water sport, these risks are significantly reduced when the item is properly used under the recommended guidelines.

The Wego kite tube is an extremely popular item and is unlike any other watersport activity. This means that the boat driver, spotter, and rider are all beginners. Take it easy, learn in light steady wind, start slow. Do not over-estimate your ability, Kiting takes a practiced level of skill.

No other towable inflatable on the market has such an extensive system of warnings and instruction - starting with the packaging, the user's manual, the included instructional DVD, the three segment tow rope that is specifically designed to allow a progression of rope length and height relative to user experience, and many warning patches printed on the surface of the tube reiterating the proper usage guidelines. In addition, the slogans and markings on the item itself are there specifically to remind the rider of the possible dangers involved in the misuse of this item. To lessen your risk of serious injury or death, follow the rules.

The guideline manuals and instructional video that are packaged with the item are available directly from our website at: http://www.sportsstuff.com

Along with the impressive sales numbers and numerous accolades received on this item, the Wego Kite Tube was also awarded the prestigious Sporting Goods Manufacturers Association - Sports Product of the Year award for 2006.

SportsStuff follows the guidelines set forth by the Water Sports Industry Association (WSIA), is an active member of the safety board, and takes the safety and wellbeing of our customers very seriously.

So please follow the guidelines, use common sense, practice safe boating, and have fun!

If you are interested in learning more about the Kite Tube, please visit http://www.sportsstuff.com or call 888-814-8833 and let our friendly customer service staff answer your questions

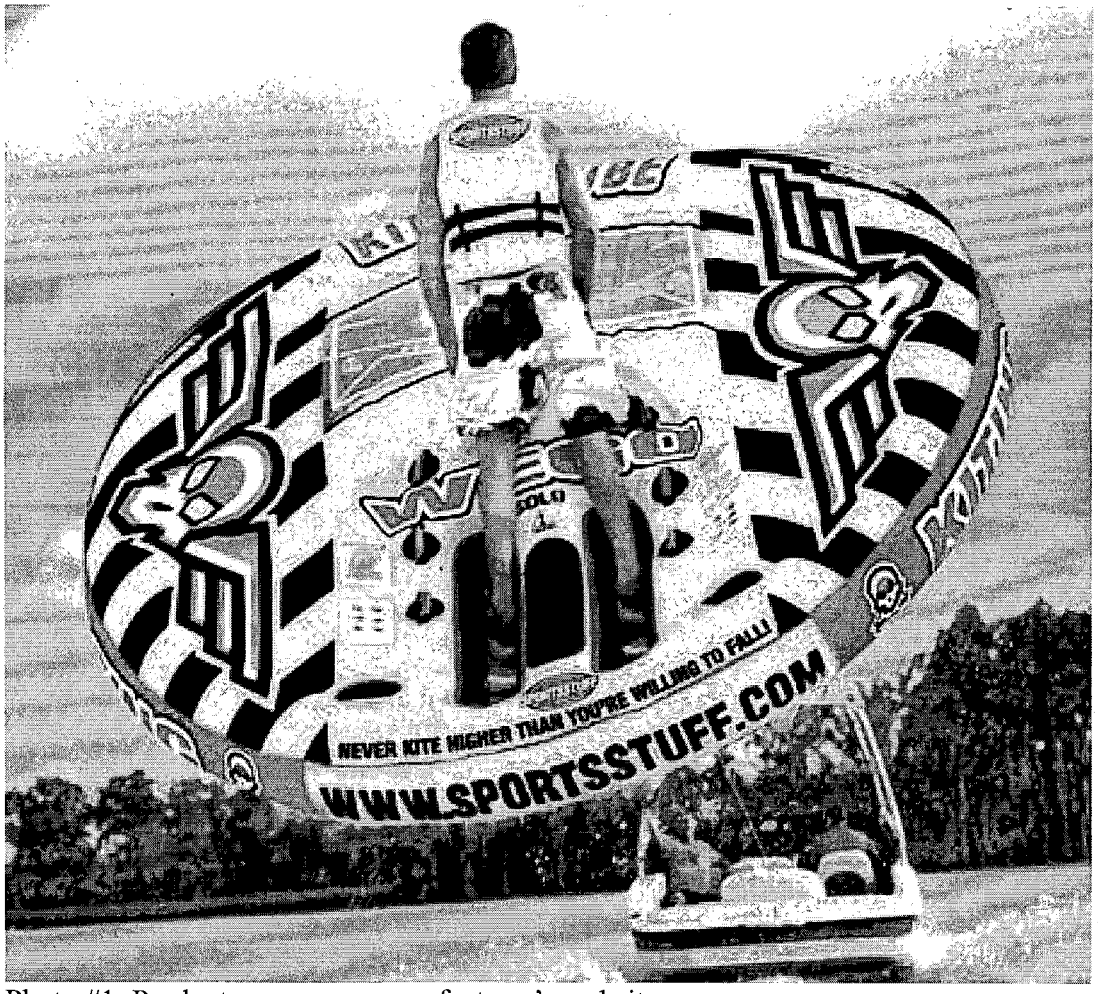


Photo #1: Product as seen on manufacturer's website

060614HCC3604

Contact List:

Gregory Irvine (victim and consumer)
1311 Creekhaven Dr.
Riverton, UT 84065-4148
(801) 446-2471—H
(801) 870-5131—C
greg@centerbay.com
Date of Contact: July 7, 2006

Mark Law, Law Enforcement Specialist
National Park Service
U.S. Department of the Interior
P.O. Box 1507
Page, AZ 86040
(928) 608-6252—P
(928) 608-6259—F
Date of Contact: June 16, 2006

Sportsstuff, Inc. (product manufacturer—Wego)
1-888-814-8833—P
www.sportsstuff.com
Date of Contact: June 16, 2006

Diversified Marine Products (product distributor)
1-800-777-0141—P
www.dmpmarine.com
Date of Contact: June 16, 2006 (contact was made by CPSC, not respondent)

Vina Ramus, Parts and Accessories Manager
Marine Max (product retailer--Wego)
1363 Embarcadero
Oakland, CA 94606
(510) 535-6161—P
(510) 535-1787—F
www.marinemax.com
Date of Contact: June 16, 2006

Larry Meddock, Executive Director
Water Sports Industry Association
P.O. Box 568512
Orlando, FL 32856-8512
(407) 251-9039—W
(407) 620-7992—C
wsiaheadquarters@earthlink.net
Date of Contact: June 29, 2006

1. Task Number		2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060614HCC3604		1947	
3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY	
840	2006 05 22	2006 06 21	

6. Synopsis of Accident or Complaint UPC

A 34 year-old male sustained a broken rib on his left side while riding a tube kite. a sudden gust of wind elevated him approximately 40 feet into the air and the tube kite subsequently tilted drastically to the left. The victim and product began to descend rapidly towards the water. The victim landed in the water after he released the handle system and prepared himself for a "hard landing" by crossing his arms across his chest.

[redacted] 9/6/06

COMMENTS: ___ YES ✓ NO
___ OVERRULED: ___ ATTACHED

___ EXCISIONS/FOIA Exs. _____
✓ Revisions
✓ DO NOT RE-NOTIFY ___ RE-NOTIFY

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	BULLFROG	UT

10A. First Product	**10B. Trade/Brand Name1**	**10C.** Model Number
1200 - Kite Tube	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF, INC.
11213 E. Circle, Suite A
Omaha, NE

11A. Second Product	**11B. Trade/Brand** Name	**11C.** Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. **Injury** Diagnosis
34	1 - Male	1 - Injured, not Hosp.	57 - Fracture
16. Body **Part(s)** Involved	17. Respondent	18. Type of Investigation	**19. Time Spent** (Operational / Travel)
31 - UPPER TRUNK	1 - Victim/Complainant	3 - Other	20 / 2

20. **Attachment(s)**	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	01 - Fire or Police Dept.	

23. Permission to Disclose Name (Non **NEISS** Cases Only)

○ **Yes** ○ **No** ● **Verbal**

24. Review Date	25. Reviewed By	26. Regional Office Director
07/1112006	9021	Frank J. Nava

27. Distribution	28. Source Document Number
Ingle, Robin L.; Topka, Tanya L.; Blasius, Dennis R.	X0660350C

X066 0350

GLEN CANYON NATIONAL RECREATION AREA- UTAH
Two Injured in Kite Tubing Accidents 2006

JUN 13 2006
ISSUE 37

[Printer-friendly text version]

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water.

The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated.

A

On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes.

B

C

The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

D

5/22

1. Task Number		2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060614HCC3605		1947	
3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY	
840	2006 06 03	2006 06 26	

6. Synopsis of Accident or Complaint UPC

A 16 year-old female sustained no injuries when while riding a kite tube she was elevated to 30 feet and the product began oscillating and became unstable. The product then nosedived and accelerated towards the water and ejected the victim from the product while 15-20 feet above the water. The victim landed in the water awkwardly and received subsequent medical treatment.

[redacted] 9/6/06

COMMENTS: ___YES ✓ NO

___OVERRULED:

✓ EXCISIONS/FOIA Exs 25c

___Revisions

✓ DO NOT RE-NOTIFY ___RE-NOTIFY

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	BULLFROG	UT

10A. First Product	10B. Trade/Brand Name	10C. Model Number
3200 - Water Tubing (activity, Appa	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF, INC.
11213 E. Circle, Suite A
Omaha. NE

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
16	2 - Female	0 - No Injury	70 - No Injury
16. Body Part(s) Involved	**17. Respondent**	**18. Type of Investigation**	**19. Time Spent (Operational / Travel)**
99 - NO INJURY	2 - Eyewitness	3 - Other	18 2

20. Attachment(s)	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	01 - Fire or Police Dept	

23. Permission to Disclose Name (Non NEISS Cases Only)

( ) Yes (●) No ( ) Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
0711312006	9021	Frank J. Nava

27. Distribution	28. Source Document Number
Ingle, Robin L.; Topka, Tanya t.;Blasius, Dennis R.	X0660350B

The following information was obtained through a telephone interview with the consumer/boat operator and victim's 20 year-old brother (hereafter, "older brother"). Both interviewees witnessed the incident while the older brother also rode the product. Inquiries made to the victim and her parents have gone unreturned. Additional information was obtained through internet research, discussions with related officials and official reports. The investigation was generated by a report submitted by local officials. The involved product is a circular tube kite. There was only one incident that resulted in medical treatment, but other riders also complained of product-related problems (e.g., instability of the product while airborne).

The victim was one of a total of 20 individuals (12 children) participating in a weekend recreational activity with family members and friends. No alcohol or other illegal drugs were used by any of the participants. The victim is a 16 year-old female who stands at 5'1 and weighs approximately 90lbs (Please note that the report from the local officials lists the victim's age as 14 years old, but her birth date as 05/10/1990). Although the victim is athletic and participates in formal swimming activities at her school, she has limited water-related activity experience, and has only participated in water-tubing (regular—not tube kiting) on several occasions. No occasion resulted in an incident or injury. No additional relevant information could be obtained regarding the victim's history.

The consumer of the product (hereafter, "boat operator/consumer") is a 56 year-old male, who was also the boat operator during every occasion the product was used (rode). The boat operator/consumer has known the victim and her family for approximately 15 years. The boat operator/consumer has extensive water-related experience, which includes having owned several motorboats, sailboats, and having served in the U.S. Navy and as Merchant Marine. The boat operator/consumer also has 5 years of experience of towing adults and children in water-related recreational activities. The boat operator/consumer reported no prior incidents while he was towing any rider.

The boat operator/consumer watched the product demonstration video on the manufacturer's website on May 25, 2006 and purchased the product on May 28, 2006 at a local retailer. The boat operator/consumer had no prior knowledge or experience with the product. While at the retailer, the boat operator/consumer watched the product demonstration video for a second time before purchasing the product. The boat operator/consumer received no product-related information from the sales staff. The product remained in its original packaging until June 1, 2006 when the boat operator/consumer, victim, and others embarked on their trip. Upon opening the product, the boat operator/consumer observed the tube kite, a three-segmented tow rope, the instructional video, and an owner's manual. The boat operator/consumer did not read the owner's manual, but instead relied heavily on the previously viewed instructional video for guidance and information on the product. The older brother also watched the instructional video on the manufacturer's website approximately one month prior to the incident. It is not known if any other participant watched the instructional video or read the owner's manual.

The boat used to tow the riders was a 1991, 20-foot, 200 horsepower motorboat. The boat operator/consumer reported no recent mechanical problems with the boat, though subsequent to the incident, the victim's brother incurred problems with the throttle. No

prior agreement was made among the participants regarding how the rider of the product would communicate with anyone on the boat and no one person was specifically designated as "spotter". Only one individual rode the product per occasion. All rides occurred on either June 2nd or 3rd of 2006.

The boat operator/consumer and the victim's 54 year-old father inflated the product on June 1, 2006. However, after a few attempts to ride the product by the victim's older brother, it was concluded that the product was not properly inflated, which was preventing the rider in attaining elevation. No incidents were reported. The boat operator/consumer learned that the product retained a second center compartment and a second fill valve that also required inflation. The boat operator/consumer drained the water that filled the compartment during the first riding attempts and inflated the center compartment. It is unknown how much water that inadvertently filled the inner compartment. On each occasion, the boat operator/consumer inflated the product according to the instructional video's guidelines that stated to fill the product until "firm". The boat operator/consumer tethered the tow rope to the motorboat and the product, and reported no difficulty. The boat operator/consumer utilized the tow rope at its maximum length (65 feet) for all riders.

The first individual to ride the product was the victim's 20 year-old brother (hereafter, "older brother"). The older brother is reportedly in excellent shape and stands at 5'7 and weighs approximately 160lbs. The older brother has 3-4 years of water recreational experience that includes wakeboarding and jet skiing, and reported that he has not been involved in any water-related incidents resulting in injury. This was the older brother's first experience with the product. The older brother rode the product for approximately twenty minutes, which includes before and after the product was inflated for the second time. The older brother was able to lift the product out of the water and maintain an elevation of 4 feet for approximately 10 seconds. The boat was reportedly traveling between 30-40mph. Although the older brother did not report any incident where he fell from the product, he did report having great difficulty in lifting the product out of the water and maintaining control of the product once he attained elevation. The older brother reported that the product, once airborne, would oscillate and become unstable. The older brother attempted to shift his weight while in the product and airborne to compensate for the oscillation, but reported it was quite difficult to keep the product stable. The older brother also stated that he could not communicate with anyone on the boat once he and the product became airborne as he could not see over the front of the product and the double-paned window (plastic) near the front of the product did not provide a clear view (e.g., became fogged).

The second individual to ride the product was the victim's 16 year-old brother (hereafter, "brother"). The brother stands at 5'7 and weighs 130lbs, and is reportedly also in excellent shape. No additional information regarding the brother's history or product-related experience could be obtained. Although the brother did not fall off the product or sustain any injury while riding the product, he did lament to the others that the product was difficult to lift out of the water and control once airborne. It is unknown how long the brother rode the product or if he attained elevation or the exact altitude. The boat operator/consumer reported that the boat was traveling approximately 30mph during the brother's ride.

The last person to ride the product was the victim. The incident occurred on June 3, 2006 at approximately 1:30pm. The weather was reported as pleasant and the wind was listed as light (0-6 mph) and the water condition was reported calm (waves < 6in.). Vessel traffic in the area was light. This was the victim's first experience with the product, and with the entire riding experience lasting 3-4 minutes. Again, no specific individual was designated as "spotter" while everyone attempted to observe the victim during her ride. On 4-5 occasions before the incident, the victim was unsuccessful in her attempts to lift the product out of the water and attain elevation. On the victim's last attempt to lift the product out of the water and attain elevation, she was able to maintain an elevation of approximately 5 feet for a few seconds before the product continued to rise approximately 30 feet above the water. The victim's older brother reported that he could not see the victim at anytime while she was airborne, and thus it was not possible to communicate.

Almost immediately after reaching the peak elevation of 30 feet, the product began to oscillate and the observers on the boat told the boat operator/consumer to slow down. The boat operator/consumer immediately "cut the power" to the boat when he observed the product oscillating and approximately 30 feet in the air (the boat operator/consumer learned from towing the victim's two brothers that once the product begins to oscillate, the boat needs to immediately slow down to assist the rider in controlling the product). The boat operator/consumer estimated that the product oscillated for approximately 20 seconds before the product began to "nosedive" towards the water. While descending the product continued to oscillate and became even more unstable and began to lean to the left, and subsequently became inverted and ejected the victim from the product while at 15-20 feet above the water. The boat operator/consumer reported that once the product began to nosedive, it (and the victim) seemed to accelerate, and it took approximately a total of 2-3 seconds for the victim to become ejected from the product and land in the water.

The victim fell into the water at an awkward position with her feet above her head. The victim's right shoulder/side landed first into the water and she was at approximately a 30 degree angle with the water's plane. The boat operator/consumer immediately turned the boat around and the victim's family members assisted the victim back into the boat. The victim was crying incessantly but was able to move all extremities. The party returned to the houseboat, and when the victim began to complain of numbness in her face/cheek and legs, the boat operator/consumer radioed for medical assistance.

When the local officials arrived at the houseboat to provide medical assistance, the victim was situated in a home-made C-collar and was complaining of back pain and shortness of breath. The victim reported to the local officials that she did not recall landing in the water (i.e., incident) and may have lost consciousness. An orthopedic surgeon was located nearby and overheard the radio call for assistance and also arrived on the scene. The surgeon evaluated the victim and did not observe any signs of motor functioning impairment, but did feel in-line point tenderness at the victim's C-6 vertebrae and suggested that the victim receive further medical treatment. The local officials agreed with the surgeon's recommendations, and the victim was transported by air ambulance to a local hospital to receive further treatment. Further evaluations revealed that the victim

did not sustain any specific injury and was given two 500mg of pain reliever and released to her parents' custody. The victim and others returned to their vacationing activities without incident. The victim has also returned to her normal routine of physical activities (e.g., swimming) and has not reported any further complications stemming from the incident.

The product did not sustain any damage, and once the boat operator/consumer returned to the houseboat, he immediately deflated the product after deciding that no one would ride the product after the victim's incident. On June 7, 2006 the boat operator/consumer returned the product to the retailer requesting, and was granted, a full refund. The boat operator/consumer stated that he believes the product is unsafe for both adults and children, particularly since the boat has to travel over 30mph in order for the product's rider, be it adult or child, to attain elevation. The boat operator/consumer stated that at that speed, the product easily becomes unstable once airborne. Relatedly, the boat operator/consumer feels that the product's instruction to maintain the boat's speed below 20mph is in contrast with attaining elevation (i.e., the boat must go faster than 20mph for the rider to attain elevation).

Internet research revealed correspondence among consumers and operators of the product on various websites. A June 21, 2006 response (i.e., blog) was written (i.e., posted) to concerned consumers of the product by a manufacturer's spokesperson (Exhibit I), which stated that the manufacturer "follows the guidelines set forth by the Water Sports Industry Association" (paragraph 7 of Exhibit I). A phone call was placed to the executive director of the Water Sports Industry Association (WSIA) regarding any possible promulgation of standards or endorsement of the product. The director stated that while the WSIA warnings are intended as guidance for manufacturers of water-related products, the product manufacturer made no prior attempts to seek confirmation with WSIA regarding the product or any tow rope standards. The director stated that regarding tube kites, the WSIA has never "crafted any language" as related to tube kites or endorsed the product in anyway. Furthermore, the director stated that the tube rope standards and warnings promulgated by WSIA are not intended for tube kites tow ropes as pertinent factors, such as tensile strength and capacity may differ between regular (inner) tubes and tube kites. The tube and tow rope warnings and standards promulgated by WSIA have been attached as a reference (Exhibits F & G). No attempt was made to contact the spokesperson for the manufacturer regarding the aforementioned statement as to WSIA guidelines.

On June 15, 2006, and after responding to numerous incidents involving serious injuries, the local officials of the recreational area implemented a ban all on tube kiting. This restriction was generated from the numerous incidents occurring in the recreational area and subsequent interviews with related parties and various agencies (see Exhibit H for restriction proposal and related correspondence). The law enforcement specialist also stated that the park rangers have generated approximately 10 additional reports regarding contact with individuals subsequently preparing to participate in tube kiting. All individuals were alerted to the newly imposed ban, and no additional reports of injuries were noted. In addition, after watching the product's instructional video (DVD) on numerous occasions, the law enforcement specialist at the recreational park/area determined that the video narrator discloses that the boat operator (and rider) should go

only between 10-20mph, but the video consistently shows boat operators going between 30-40mph, enabling the rider to obtain flight.

On June 16, 2006, a local retailer stocking an exemplar product was visited. Exemplar photographs of the packaging were taken and are included as Exhibit A.

Product Identification:

The product is a **Wego kite tube™**, and is a 120inch (10 foot) inflatable, circular tube kite that is designed for a single rider, and to be towed behind a boat via tow rope and achieve flight when a certain boat speed is attained. The model number for the product as listed on the manufacturer's website and exemplar packaging is: **53-5000**. The product indicates that a patent is pending and that it is made in China. The manufacturer is:

SportsStuff, Inc.
11213 E. Circle, Suite A
Omaha, NE 68137
(402) 592-9085—P
(402) 592-1354—F
www.sportsstuff.com

The suggested retail price as listed on the manufacturer's website is $599.95; however, the price paid by the consumer was $499.00. The product is largely yellow in color with wide black diagonal accent striping and a sectional red border with various product labeling and identification, which includes various skull graphics. The product maintains an "840D" nylon covering and panoramic, see-through double plastic windows that are located near the front of the product. Near the rear of the product is a parallel slotting system cockpit for the rider. A handle system is located underneath the nylon covering and is accessible via eight different circular slots that offer the rider eight different "non-slip" handle positions. The product is also equipped with a three-segmented tow rope that is adjustable to lengths of 45, 55, and 65 feet. The front of the product maintains a molded, aluminum connector for attachment to the tow rope.

The product was purchased at:
Bass Pro Shops
Outdoor World
7970 East 49th Ave.
Denver, CO 80238
(720) 385-3600

Various warnings are located on the product's packaging (exemplar), and include a lengthy "Release of Liability" warning (Exhibit A, photo 8), which iterates that by assembling and inflating the product the consumer has implicitly agreed to have read and understands the owner's manual and releases the manufacturer of any responsibility as related to damage, loss, or injury. The exemplar packaging also retains warnings disclosing that the product is "Not A Lifesaving Device"... "Never Leave Children Unattended"... "Use Only Under Competent Supervision" (Exhibit A, photo 7). Although the website shows the product with the warning, "NEVER KITE HIGHER

THAN YOU ARE WILLING TO FALL" (Exhibit J), the exemplar packaging does not reveal such a warning on the product. However, the exemplar packaging also reads that "Designs Featured In Photography Subject To Variations" (Exhibit A, photo 7). Although two additional warning can be observed on either side of the product's parallel slotting system, neither one is legible as observed as a photograph on the exemplar packaging or website. A photograph of the incident product (Exhibit C, page 3) reveals the wording along the outer perimeter of the product, "U-CONTROL: RIDER SPEED HEIGHT SAFETY". Clearer photographs were requested from the relevant officials, but not have been received as of yet.

Other relevant wording found on the exemplar packaging (Exhibit A, photo 10) includes, "Whip across the water like a deck tube, or fly through the air like a bird! Experience the thrill of flight as you rise above the water reaching ***incredible heights***, leaving nothing but adrenaline in your wake!" (Emphasis added). Instructional wording observed on the exemplar unit (Exhibit A, photo 12) includes, "Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual...With a good amount of practice, you'll be able to ***hover slightly*** above the water's surface for minutes at a time!" (Emphasis added).

No incident or exemplar sample was collected.

Exhibits:

A. CPSC Photographs of Exemplar Packaging (10 pages)
   1. Front view of exemplar product packaging
   2. Manufacturer contact information--as viewed on top of exemplar packaging
   3. Exemplar product's model number and UPC
   4. UPC and retailer price of exemplar product
   5. Top view of exemplar product packaging
   6. Product's features--as listed on exemplar product's top (packaging)
   7. Guarantee and warning of top of exemplar product's packaging
   8. Warning label on exemplar product's top (packaging)
   9. Product information--labeling on front of exemplar product
   10. Wording on front of packaging of exemplar product
   11. Bottom view of packaging on exemplar product
   12. Riding instructions on exemplar product (packaging--bottom)
   13. Side view of exemplar product
   14. Product's features--as listed on exemplar product's packaging (side)
B. Notice of Inspection to Retailer (1 page)
C. Local Official Incident Report (11 pages)
D. Owner's Manual for Product (11 pages)
E. Owner's Manual for Tow Rope (7 pages)
F. Water Sports Industry Association (WSIA) warning manual (13 pages)
G. Photos of WSIA warning labels—tow ropes and tubes (1 page)
H. Local Recreational Officials **Final Draft** Regarding Product Ban and Related Correspondence (70 pages)
I. Internet Written Response (i.e., "blog") by Manufacturer Spokesman (1 page)
J. Photo of Product as Seen on Manufacturer's Website—July 5, 2006 (1 page)

Photographs of Wego Kite Tube--Exemplar Product

Photo#1: Front view of exemplar product packaging

Photo #2: Manufacturer contact information--as viewed on top of exemplar packaging

WEGO 10FT. KITE TUBE
Model # 53-5000

Patent Pending
© Sportsstuff, Inc., 2005

Photo #3: Exemplar product's model number and UPC.

WEGO
TUBE
MM1195793
$499.99

Photo #4: UPC and retailer price of exemplar product

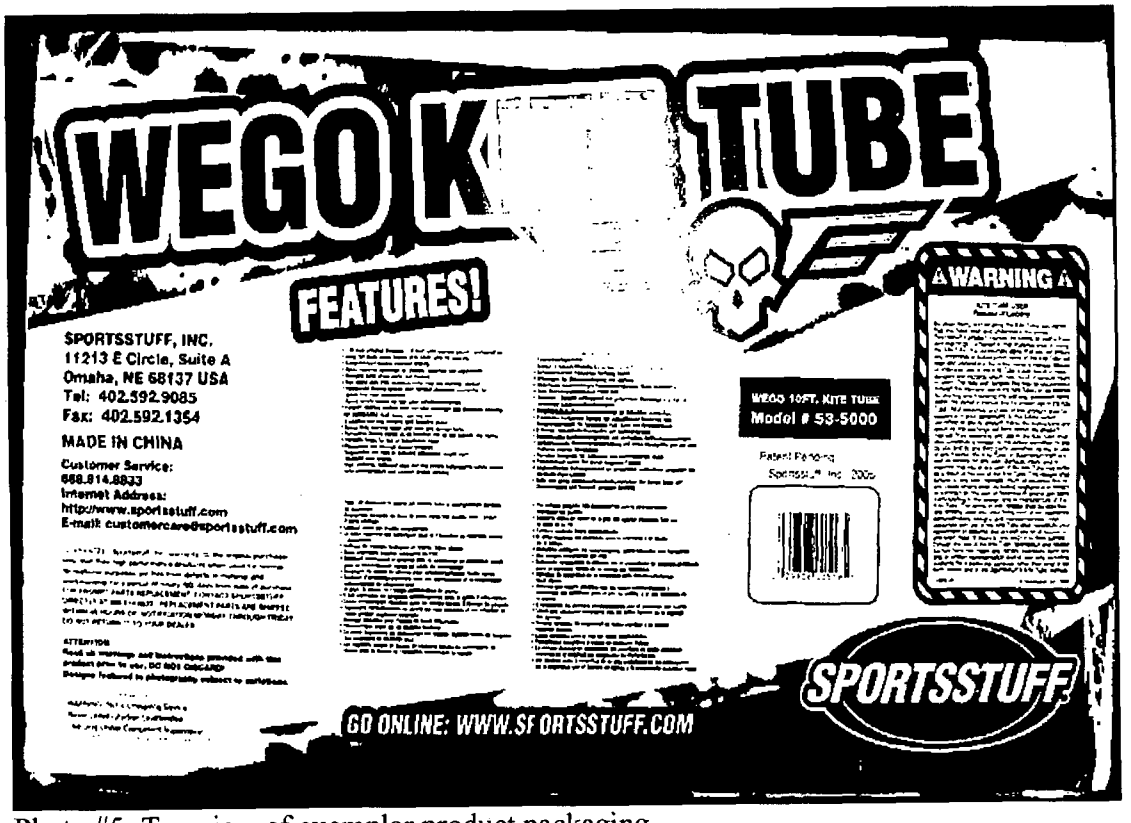


Photo #5: Top view of exemplar product packaging

FEATURES!

- 120 inch inflated diameter (10 foot) with slanted saucer configuration
- 840D full body nylon double skin cover with PU coating
- Computerized double stitched sewing
- Nylon zippered openings for bladder insertion and adjustment
- Multiple mesh drain ports, bar-tacked
- Two heavy-duty PVC bladders-outer ring and slotting cockpit
- Reinforced towing system with molded aluminum connector for quick tow rope connection
- Speed safety valves for fast easy inflation/deflation
- Parallel slotting system with non-slip footsteps and neoprene padding for comfortable foot, knee, and leg use
- 8 padded non-slip handles with knuckle guard
- Heavy-duty starting leash with easy grip sponge balls.
- Reflective Safety piping on all handles and on the outside top taping
- Variable loops for use of detachable leash
- Panoramic see through double windows
- Segmented tow rope is included adjustable length style 45/55/65 foot lengths
- High visibility, billboard style red and yellow watersports safety colors with checkerboard and caution accent striping

Photo #6: Product's features--as listed on exemplar product's top (packaging)

GUARANTEE: Sportsstuff, Inc. warrants, to the original purchaser only, that their high performance products when used for normal recreational purposes are free from defects in material and workmanship for a period of ninety (90) days from date of purchase. FOR PROMPT PARTS REPLACEMENT, CONTACT SPORTSSTUFF DIRECTLY AT 888.814.8833. REPLACEMENT PARTS ARE SHIPPED WITHIN 48 HOURS OF NOTIFICATION MONDAY THROUGH FRIDAY. DO NOT RETURN IT TO YOUR DEALER.

ATTENTION:
Read all warnings and instructions provided with this product prior to use. DO NOT DISCARD!
Designs featured in photography subject to variations.

WARNING: Not a Lifesaving Device.
Never Leave Children Unattended.
Use Only Under Competent Supervision.

Photo #7: Guarantee and warning of top of exemplar product's packaging

⚠ WARNING ⚠

KITE TUBE USER
Release of Liability:

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

110805.03 © Sportsstuff, Inc., 2005

Photo #8: Warning label on exemplar product's top (packaging)

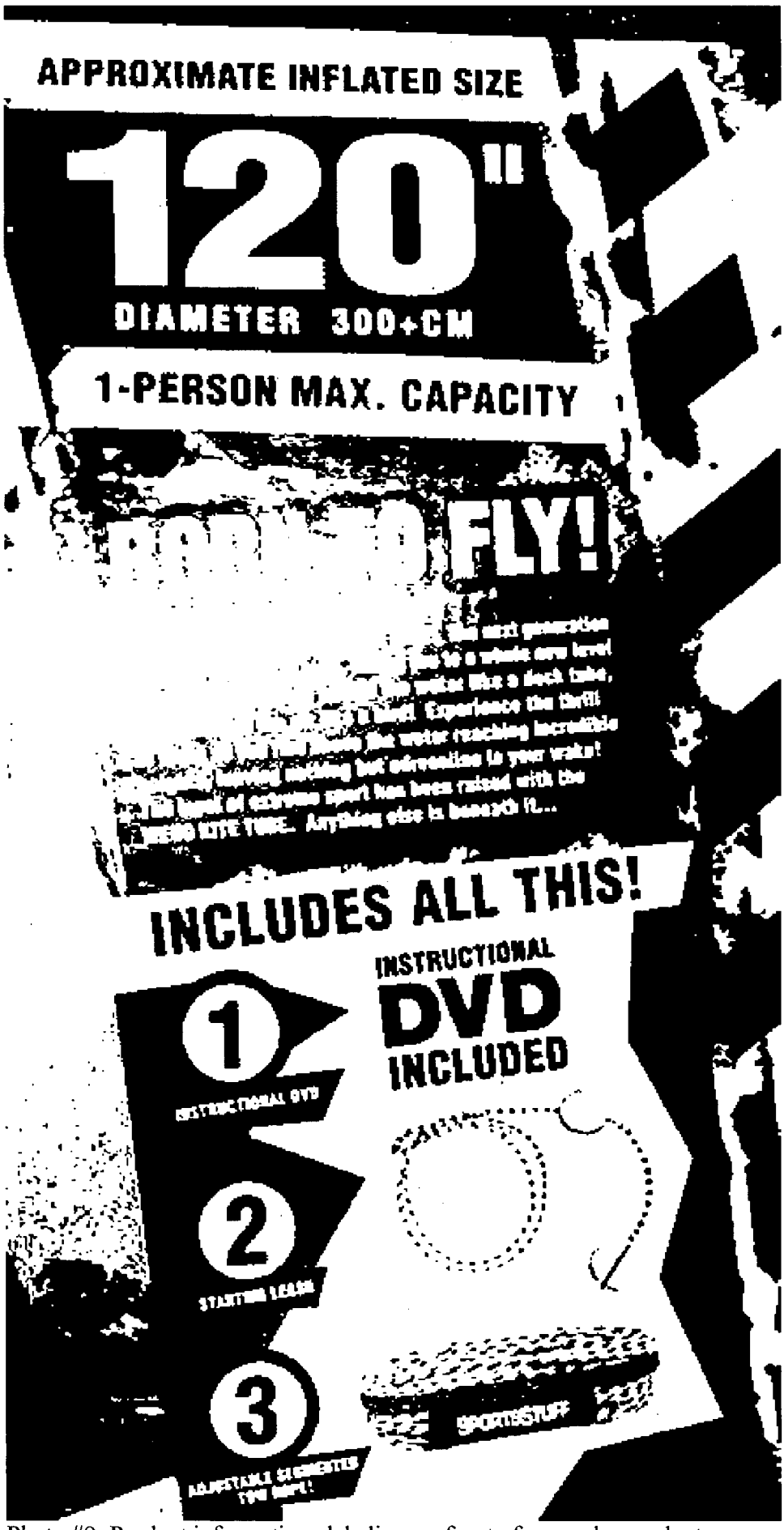


Photo #9: Product information--labeling on front of exemplar product

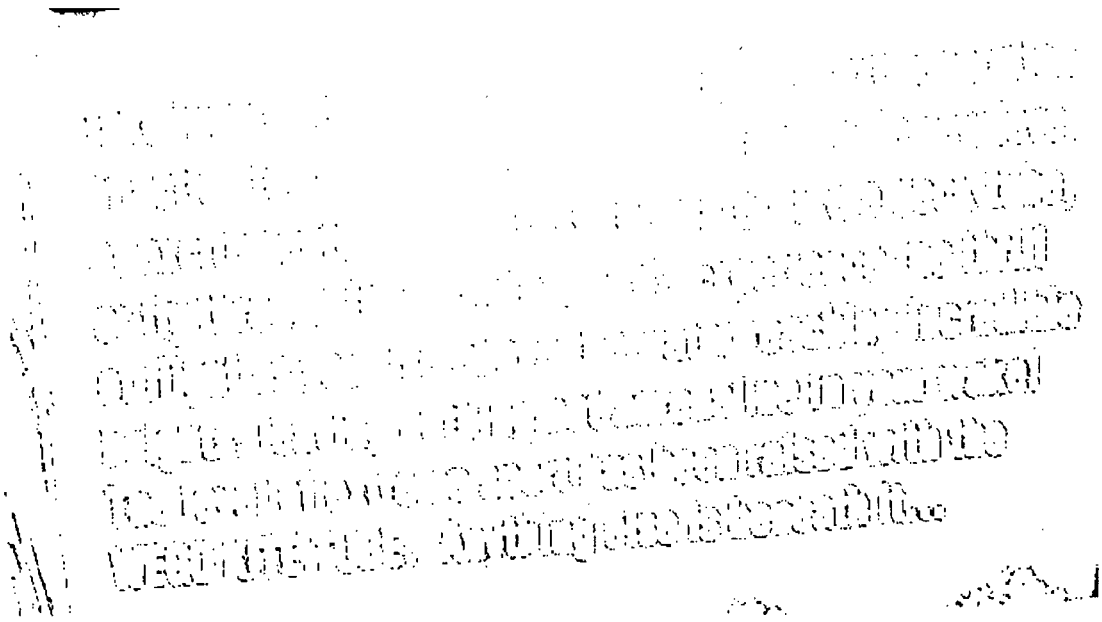
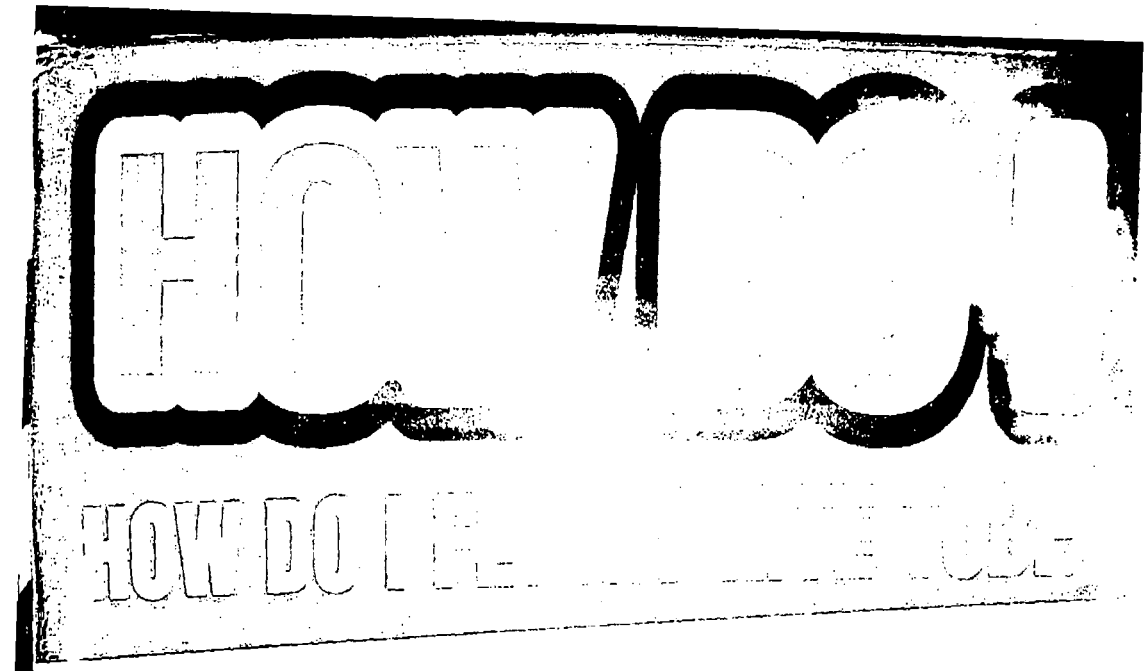


Photo #10: Wording on front of packaging of exemplar product

Photo #11: Bottom view of packaging on exemplar product



The Kite Tube is ridden unlike any other towable on the market. In order to kite above the water for sustained amounts of time, a certain amount of practice is required. Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual. To Kite, you begin by pulling the front of the tube up with the included starting leash. Once you reach planing speed, you can pull the front of the Kite Tube up even more to a 45 degree angle, so only the back part of the tube is touching the water. Once in this position, you hop slightly while holding on to the tube. By hopping, the Kite Tube will become light and the rear of the tube will leave the water and your Kiting experience begins. With a good amount of practice, you'll be able to hover slightly above the water's surface for minutes at a time! This is only a brief explanation of how the kite tube is ridden. Be sure to read all instructions and warnings prior to riding. Experience safe Kiting!

Photo #12: Riding instructions on exemplar product (packaging--bottom)

Photo #13: Side view of exemplar product

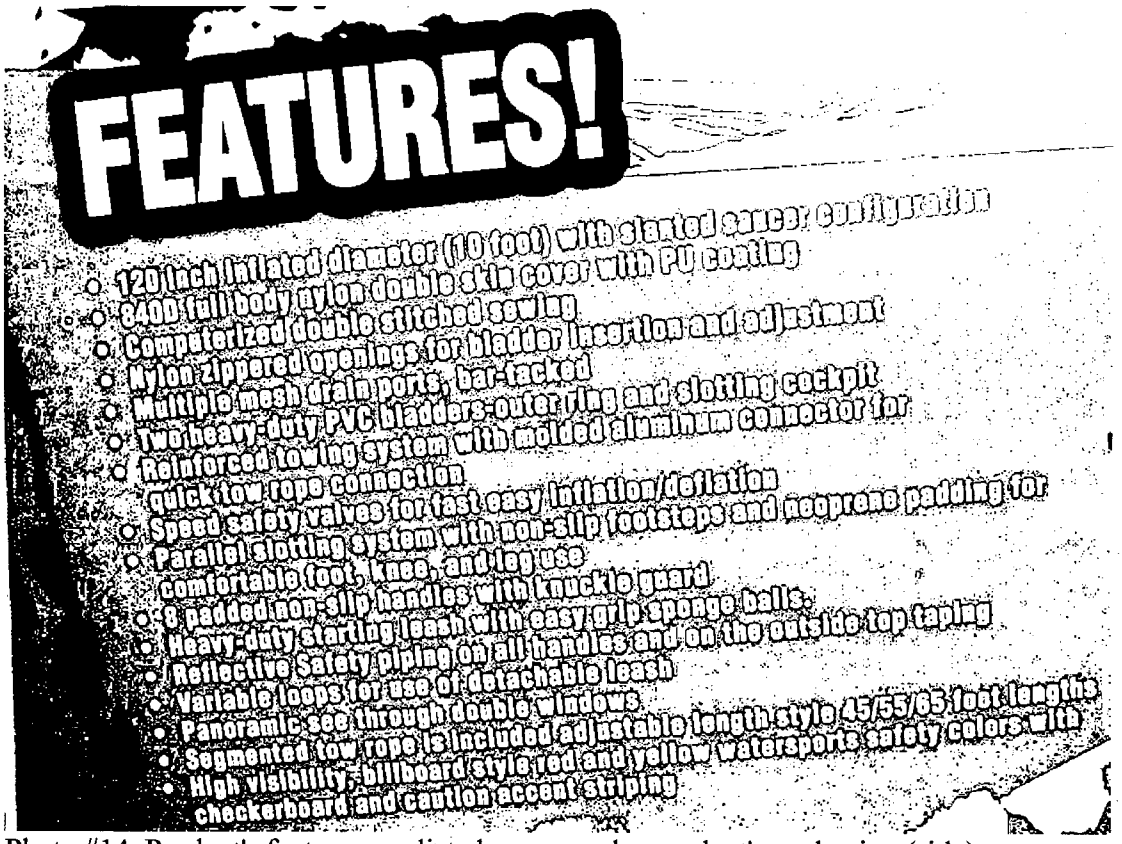


Photo #14: Product's features--as listed on exemplar product's packaging (side)

U.S. CONSUMER PRODUCT SAFETY COMMISSION

NOTICE OF INSPECTION

1. DATE: 6/16/06

2. TIME: ____ A.M. 12 P.M.

3. FROM (Area Office and Address): CPSC - CFIW (D)

4. TO

A. NAME AND TITLE OF INDIVIDUAL: Vina Ramus, Parts Manager

B. FIRM NAME: Marinemax

C. NUMBER AND STREET ADDRESS: 1363 Embarcadero (1285)

D. CITY, STATE AND ZIP CODE: Oakland, CA 94606

Notice of Inspection is hereby given pursuant to:

- Flammable Fabrics Act (15 U.S.C. 1191 *et seq.*);
- Federal Trade Commission Act (15 U.S.C. 41 *et seq.*);
- Sections 16, 19 and 27 of the Consumer Product Safety Act (15 U.S.C. 2065, 2068 and 2076)
- Section 704(a) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 374(a)) [Authority for inspections in connection with the Poison Prevention Packaging Act of 1970 (15 U.S.C. 1471 *et seq.*)] and/or
- Section 11(b) of the Federal Hazardous Substances Act as Amended (15 U.S.C. 1270(b)).

Refer to the back of this form for a discussion of inspectional authority and for pertinent statutory language.

5. PURPOSES OF INSPECTION AND NATURE OF INFORMATION TO BE OBTAINED AND/OR COPIED.

The purpose of this inspection is to obtain information; to review and obtain copies of items including but not limited to records, reports, books, documents; and labeling; and to obtain samples, in order to enforce or determine compliance with the Acts administered by the Consumer Product Safety Commission.

To inspect/review Wego Kite Tube, including photographs.

6. FREEDOM OF INFORMATION REQUIREMENTS

Those from whom information is requested should state whether any of the information submitted is believed to contain or relate to a trade secret or other matter which should be considered by the Commission to be confidential and whether any of the information is believed to be entitled to exemption from disclosure by the Commission under the provisions of the Freedom of Information Act (15 U.S.C. 552). Any statement asserting

060614HCC3605 Exhibit C

FORM 10-34
GACA Rev (3/04)

Ex 4

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
CASE INCIDENT RECORD

[redacted]

REPORTING RANGER (Signature and Date)	APPROVED BY (Signature and Date)	CASE STATUS
[illegible] 6-6-06		

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUPPLEMENTAL INCIDENT RECORD

FORM 10-344
VERSION 04 01 00
GLEN CANYON NRA

[redacted]

Reporting Officer's Name	ID	Supervisor's Name	ID
R Matthew Stock	1754		
Reporting Officer's Signature	Date	Supervisor's Signature	Date
	6-6-06		

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUPPLEMENTAL INCIDENT RECORD

FORM 10-34a
VERSION 04.01.00
GLEN CANYON NRA

Case #: 06-1365

Environmental Factors: As Ranger Sample and I approached the area of the accident I noted the current wind speeds between 5 to 10 mph. Vessel traffic in the area was light with calm sea conditions.

Photographs: Below are photographs of the associated vessel and kite-tube. Photographed taken at the houseboat

Four Winns, Horizon 200- CL 7493-PX

Kite-Tube

END

Reporting Officer's Name	ID	Supervisor's Name	ID
R Matthew Smith	RJ74		
Reporting Officer's Signature	**Date**	**Supervisor's Signature**	**Date**
	6 6 06		

[redacted]

Park Database Management System

UTAH

INCIDENT / ACCIDENT REPORT

Click here to access MAIN MENU
LOGOUT (mandatory for security integrity)

[redacted]

Utah Division of Parks & Recreation

INCIDENT/ACCIDENT REPORT

[redacted]

to 30 feet according to different witnesses). The tube then became unstable and oscillated back toward the water at a high velocity. Laura fell and struck her back on the water. She was helped back into the boat and taken back to their nearby houseboat where they called for help. NPS Rangers Matt Stark and Scott Sample treated her until Classic Helicopeter arrived and flew her out.

There have been several similar accidents with this type of tube at Lake Powell this year resulting in serious injury. Pictures of the tube and the vessel towing it are available upon request.

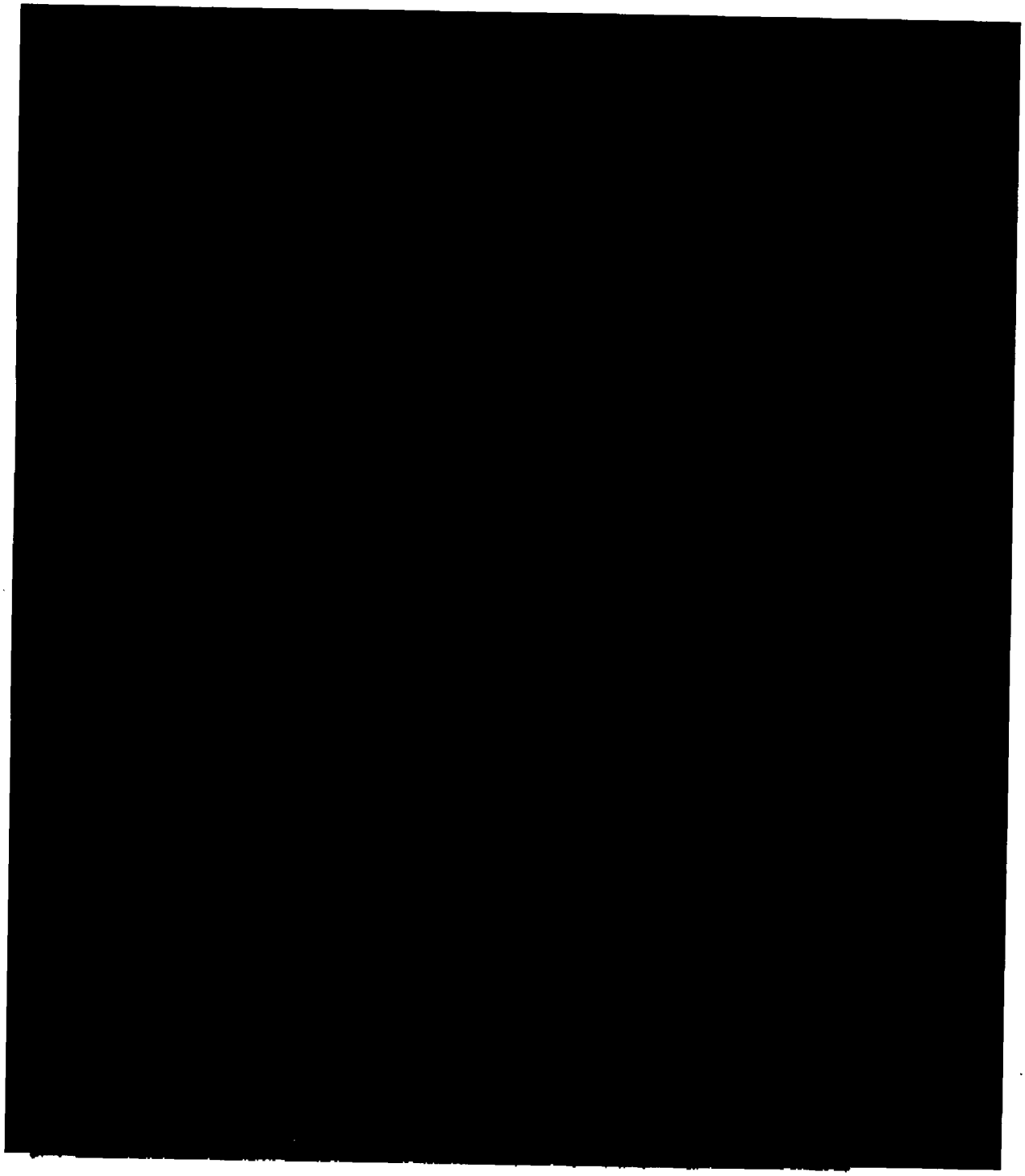
Incident Vehicle Boat Information

[redacted]

Associated Report:

Individual # 1

[redacted]



Individual # 4

[redacted]

PFDs

Adequate number? Y **Accessible?** Y **Serviceable?** Y **Proper size?** Y
Were they used? Y

Did the boat have a safety examination?

Safety Examination? N **Current?** **Examined By:** ***Other**

Were fire extinguisher used?: N
Operation at time of accident: Cruising, ,
Activity at time of accident: Water Skiing, Tubing **Speed:** 21 to 40 mph

Note: Use TAB to move from field to field	NATIONAL PARK SERVICE SEARCH & RESCUE REPORT – Page 1	10-15-2003 Version 2.2

Note: These Pages of Instructions can be found at the end of the Word Template.

1.	CASE NUMBER: 06-1334	PARK: GLCA (ALPHA)	Region: IMR	Park SAR # 31
2.	DATE: 06-1334	TIME: 1332 (24 HOUR)	DAY: 7 - Saturday	

3.	SUBJECT INFORMATION	AGE	SEX
	SUBJECT ONE:	13 - 19 Years Old	FEMALE
	SUBJECT TWO:	Click Here For Options	Click Here For Options
	SUBJECT THREE:	Click Here For Options	Click Here For Options

4.	NUMBER NOT ILL OR INJURED	NUMBER ILL OR INJURED	NUMBER OF FATALITIES	NUMBER OF SAVES
	0	1	0	0

5.				
	Search Required	NO	EXTERNAL AID	YES

6.		
	SUBJECT ORGANIZATION	1 - National Park Service
	HOW NOTIFIED	3 - Marine Radio / Citizen's Band Radio
	SUBJECT ACTIVITY Note: Most recent action link, so two steps needed to record all options. Pick only one action from the two lines.	04 - BOATING - Motorized OR Click Here For Options
	RESCUE ENVIRONMENT	08 - Lake
	CONTRIBUTING FACTOR – Primary	06 - FALLS
	CONTRIBUTING FACTOR – Second	20 - INSUFFICIENT INFO / ERROR IN JUDGEMENT
	CONTRIBUTING FACTOR – Third	Click Here For Options
	HORIZONTAL TRAVEL FROM PLB	Click Here For Options
	VERTICAL TRAVEL FROM PLB	Click Here For Options
	SEARCH TYPE	Click Here For Options
	RESCUE METHOD – One	04 - Helicopter Evacuation
	RESCUE METHOD – Two	Click Here For Options
	RESCUE METHOD – Three	Click Here For Options
	SEARCH DURATION	Click Here For Options
	SEARCH DISPOSITION	Click Here For Options

Brief Narrative:

Note: Use TAB to move from field to field

NATIONAL PARK SERVICE
SEARCH & RESCUE REPORT – Page 2

10-15-2003
Version 3.2

PARK: GLCA (ALPHA) | CASE NUMBER: 06-1334 | PARK SAR #: 31 | SAR Account: - -

Note: Three Pages of Instructions can be found at the end of this Word Template.

TIME/COST SUMMARY		HOURS	COST
NPS Programmed Hours	Actual, regular hour costs for permanent and seasonal NPS employees		$
NPS Unprogrammed Hours	Actual, over-time, hazard-pay costs, emergency-hire (AD) and unscheduled part-time, and intermittent assigned time		$
Non-NPS Hours	Volunteer, military, and other non-NPS time. Estimate costs incurred for time. Volunteer specialist (See below), and military time, use $10 per hour (unless known). Do not include the costs/time of pilots/crews – unless they are included with aircraft figures.		$
	Totals:		$

Other Services and Materials		COSTS
Supplies and Equipment	Non-budgeted supplies and NPS equipment replacement.	$
Other Services and Costs	Meals, travel, equipment rental, contracted health services, etc.	$
	Totals:	$

Aircraft Summary:		HOURLY RATE	HOURS	COSTS
Military Fixed Wing	See costs below.	$		$
Military Helicopter	See costs below.	$		$
NPS – Fixed Wing – NPS Owned	See costs below.	$		$
NPS – Helicopter – NPS Owned	See costs below.	$		$
Other Fixed Wing	See costs below.	$		$
Other Helicopter	See costs below.	$		$
	Totals:			$

Fixed Wing:	Single Engine = $150 per hour	Twin Engine = $450 per Hour	Float Plane = $600 per Hour

Helicopter Type		Cost / Hour	Payload	Passengers	Retardant / H2O Capacity	Maximum Weight
Helicopter – Type I	Heavy	$4,500	5,000 Lbs.	15 +	700 gallons	12,501 or more
Helicopter – Type II	Medium	$2,000	2,500 Lbs.	9 to 14	300 Gallons	6,000 to 12,000
Helicopter – Type III	Light	$1,000	< 2,500 Lbs.	< 8	< 350 Gallons	< 6,000

Selected Hourly Rates for Helicopters. (Military Source)

Blackhawk	(H-60)	$4242	Super Jolly Green	H-53A	$5840	Sea Knight	(CH-46)	$2543
Dolphin	(H-65)	$5139	Jolly Green Giant	(H-3)	$2913	Chinook	(CH-47)	$2400
Huey	(HU-1)	$1200	Jolly Green Giant	H-53J	$6100			

Vessels	HOURLY RATE	HOURS	COSTS
Military Vessels	$		$
NPS Vessels	$		$
Other Vessels	$		$
	Total:		$

Selected Hourly Rates for Vessels:

Length	0 - 15'	15' - 28'	28' - 40'	40' – 60'	Over 60'
Hourly Rate	$50	$100	$150	250	$500

Non-NPS Total:	NPS Total:	Grand Total: $

Prepared By: R. Matthew Stark		Approved By:	
Signature:	Date: 06/05/2006	Signature:	Date:

Superintendent		Signature of Regional Director	Approved / Disapproved
Signature:	Date:	Signature:	Date:

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 1

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 2

KITE TUBE DESCRIPTION

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

KITE TUBE SPECIFICATIONS

- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 3

KITE TUBE ASSEMBLY AND INFLATION

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles in the cover when the tube is properly inflated.

IMPROPER INFLATION

PROPER INFLATION

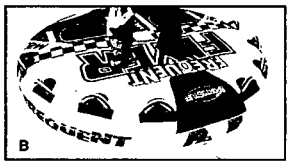


Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to stretch. The boat/watercraft cannot plane off and extra gas is consumed.

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it sit on the beach, dock, or boat/watercraft full of air! If it is stored out of the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- Leaf Blower
- Vacuum with two-way switch

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 4

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use with standard electric pumps, shop vac, wet vac, leaf blowers, and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) to top off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unit will inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on the slotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 5

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

KITE TUBE CARE AND MAINTENANCE

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep in a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cover and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

KITE TUBE TETHER TOW ROPE

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous towable tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

WegoXiteTubeManual2006.qxd 11/10/05 6:44 PM Page 6

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL.
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you use a low tow point on the rear transom of the boat or tow hook.

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height above the water and can get thrown higher. At a boat speed of 10 and 20 mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and

WegoKiteTubeManual2006.qxd 11/10/05 6:44 PM Page 7

other immovable objects.
• Be aware of natural wind breaks and barriers that change the wind flow.
• Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
• Maximum 1 rider capacity
• Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
• Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
• 10 and 2 o'clock are the best control hand positions.
• Hang time, Kite time, can be 1 second or many minutes.
• Length of hang time depends on the wind, boat speed and rider weight.
• A straight boat heading into the wind creates the optimum Kiting performance.
• Ballet performance is what you are looking for (up and down).
• Use the large panoramic window to see the boat and to view rider height.
• Force the tube down by pushing your weight down with a swift, sitting motion.
• Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
• Use the handles to adjust left to right balance.
• Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
• Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
• Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
• A rider that falls or is ejected should try to fall away from the Kite Tube.
• Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

• Driver should be at least 16 years of age and pass a coast guard approved boating course.
• Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
• Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
• Maintain constant communication with spotter about the Kite Tube and its performance.
• Adjust boat speed to reduce the height of the Kite Tube.
• The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
• Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
• Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
• Never Kite higher than you want the rider to fall, adjust your speed.

WegoKiteTubeManual2006.qxd 11/10/05 6:24 PM Page 8

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45° angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 9

• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 10

▲ WIND SPEED AND EFFECT ▲

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 11

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance *products, when used for normal recreational purposes, are free from defects in* material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: **http://www.sportsstuff.com**

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 1

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under six (12) years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 2

tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
• The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
• Always wear a U.S. Coast Guard approved Type III (PFD) ski vest or as recommended by proper government authorities.
• Use this product only on water.
• Know your limits. Stop when you're tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable.
• Do not use this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.

The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller, liable for any loss, damage, injury or expenses of any kind arising out of the use of this product. It is the responsibility of the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear and deterioration from use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

REPLACING PRODUCT PARTS:

If a leak or problem is suspected with your tube, locate the valves,deflate the item and remove the inflatable PVC bladder to inspect possible problem areas. Contact Sportsstuff warranty department for prompt parts replacement if a problem is located. For non-warranty parts replacement, follow the same procedure. When a replacement is received, follow the steps below:

1. Unfold the cover and lay the bladder out.
2. Locate the bladder and the inflation valve. Carefully place the PVC bladder inside the cover of the product in the appropriate location.
3. Line up the valve with the valve opening in the cover.
4. Refer to the WEGO manual for further assembly information.

MAINTENANCE:

Very little care is required for the bladder or cover.
• You may clean your towable using soap and water or mild detergent.
• Never use strong cleaning agents.
• The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight.
• To deflate, simply unfasten the entire valve from the base.
• Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
• Bright colored fabric covers used on the towable may bleed or fade when initially wet. Protect all boat interiors and all other surfaces from possible staining.

TOW ROPE RECOMMENDATIONS FOR SPORTSSTUFF PRODUCTS:

• The watercraft owner/operator is responsible for informing all the persons riding or using tow ropes of the WSIA Recommendations for tow ropes. Improper use of your tube and rope could result in serious injury or death.
• Following are the WSIA (Water Sport Industry Association) Recommendations for tow ropes (Do not exceed recommended rider capacity for your tube):

GeneralTowableManual2006.qxd 11/10/05 4:26 PM Page 3

Number of Riders	Combined Weight of Riders	Rope Tensile Strength
One	min 100lbs - max 200 lbs	1500 lbs

- A standard tow rope should not exceed 65 feet.
- The tow rope should be assembled in a manner appropriate for the watercraft and tow tube.
- Please check all rope connections for frays, cuts, sharp edges, knots and wear and tear before each use. Discard any ropes that appear to be worn. It is recommended that you replace each tow rope at the beginning of the boating season.
- Tow ropes are subject to stretching during use. Please warn riders and persons in the boat/watercraft of the danger of ropes recoiling.
- DO NOT place arms, legs or head in the handle section as serious injury may result.
- Ensure that the tow rope is free from all body parts prior to towing a rider and while the tube is in use.
- Do not use a tow rope with a bungee material to pull skiers or riders. This type of apparatus could also result in serious injury or death to the tube rider or passengers in the boat/watercraft.
- Ropes will deteriorate with direct sunlight exposure. Please store away from direct sunlight and discard any rope that is frayed, discolored or raveling.
- Do not add hardware to this product that is not supplied by Sportsstuff.
- Avoid the propeller and engine at all times. Should the rope become tangled in the propeller, shut off the engine and remove key from ignition before retrieving rope from propeller.

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

- When using a Sportsstuff product, you are engaging in an exciting recreational activity with inherent risks. Act responsibly and only use your product with the awareness of and willingness to accept the risks involved.
- Read all instructions and warnings provided to you in this owner's manual and those printed on the product. Do not discard this manual.
- As in any recreational activity, reckless use, misuse, inexperience and/or neglect of the proper equipment used may result in serious injury or death.
- Visually inspect the towable and tow rope before each use. Do not use if product or tow rope is damaged in any way.
- This product is NOT for use by children under 12 years of age.
- Never leave children unattended. Use only under competent supervision.
- Sportsstuff products are NOT to be used for rental use.
- Do not consume alcohol or other drugs while using this product. Even small quantities of alcohol and other drugs can impair judgment, balance, and coordination which can greatly affects one's performance.
- Make sure all riders are wearing a U.S. Coast Guard Type III (PFD) approved life vest at at all times.
- Be conscious of the weather conditions as weather changes can occur very quickly.
- Check with your state or local government to learn their specific legal requirements concerning towables and towing.
- Use tow ropes that are designed specifically for towables with WSIA (Water Sports Industry Association) break strength guidelines.

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

- The boat/watercraft driver has the ultimate responsibility for the safety of the riders.
- Carefully survey the water before you begin towing riders.

• Do Not pull a towable without a rider. A towable is designed to have a rider in order to balance the weight distribution of the product
• Be aware of water conditions along with changes in the weather. The condition of the water greatly influences the type of ride the rider will have. Please take into consideration the age and physical ability of your rider.
• It is the boat/watercraft driver's responsibility to instruct the riders how to ride a towable. The boat/watercraft driver should carefully instruct the riders of potential risks and possible injury that may occur if they partake in careless behavior.
• At the beginning of the ride, carefully take the slack out of the tow rope. Never jerk start a towable. After the rider has signaled that he/she is ready, the driver can slowly bring the towable to a planing point.
• Most towables will plane out at 10 to 20 mph, depending on the weight of the rider. It is important to keep the nose of the item up until the item is planing.
• The resistance of the product varies widely with these factors: boat speed, turns, water conditions, number of riders and their weight, towable size, shape and function. The boat/watercraft driver should adjust the boat speed to fit these situations to minimize resistance of the towable.
• Use in wide, open spaces. Stay at least 100 yards from shallow water, shore, rocks, boats, docks and buoys. Most accidents happen on turns and in congested areas.
• The boat/watercraft driver determines the speed and the action of the towable in turns and when crossing the boat/watercraft wake. In the straight-a-ways, the boat/watercraft towing speed is the same as the towable speed. The towable speed will increase when the boat/watercraft makes a 90 to 180 degrees turn without increasing the boat/watercraft speed. If the boat/watercraft speed is 20 mph, the towable speed can be 30-40 mph. The "slingshot effect" sends the user outward from the center of the towable. Be aware of the limitations of the rider.
• Large wakes combined with the wave action and speed can contribute to a rough ride. Use a safe speed that enables the towable to plane out. The boat/watercraft driver should adjust the boat/watercraft speed and turns to fit the water conditions and the age, experience, skill and physical strength of the rider.
• Excessive speed or sharp turns might cause the tube to flip over abruptly, possibly causing serious injury to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• Under normal conditions, the maximum safe speed for adults is 20 mph. Safe speeds for children are less than 15 mph, depending on the age and physical capability of the child.
• Please make sure your boat/watercraft is tow-worthy and has the appropriate horsepower to pull rider(s) and the tow tube. Do not exceed the boat/watercraft passenger capacity.
• Extreme drag forces can develop when pulling this tube. Please use towable in calm water. Heavy waves or choppy conditions can create more drag or even result in a submarine or anchor effect.
• Extreme drag forces may also result if: the rider(s) fall off, the tube noses in or tips over and water fills cockpit/seating area. The boat/watercraft operator should immediately slow or stop to eliminate this factor.
• Death or serious injury can result from the submarine or anchor effect causing more extreme drag forces on the tow rope and/or tow point. The tow rope might have too much stress and either break and snap back at the rider(s) or other occupants of the boat. It is the boat driver's responsibility to make sure this does not occur.

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 5

• Do not exceed the weight guidelines of your boat. Do not allow passengers to hang outside the boat or side on the gunwales (sides/edges of the boat) outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales (sides/edges of the boat) of the boat.

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

• Tow/Ski towers are not designed for use with any inflatable tube towing.
• Use only lifting eyes/transoms or tournament-rated ski pylons for towing tubes.
• Consult your boat's manufacturer if you are unsure of it's tournament rating.
• Do not tow any inflatable from a ski eye.
• Any tow pylon or ski pylon installed after market is not intended for inflatable tube towing.
• Death or serious injury may result if an unapproved ski/tow pylon is used.

⚠ WARNING! SPOTTERS NOTICE: ⚠

• Always use a spotter (observer) in the boat to communicate the needs of the rider to the driver.
• The spotter must be the eyes of the driver and the rider, always alert to recognize possible danger so proper action can be taken to avoid any risk to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• The spotter should hold up a safety flag cautioning all other boaters that riders are in the water.

⚠ WARNING! RIDERS NOTICE: ⚠

• Do not use this items as a personal flotation device.
• Do not exceed the manufacturers recommended number of riders for your particular tube.
• Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not to exceed 65 feet.
• Only use this product with a responsible boat/watercraft operator who knows how to effectively operate the equipment.
• This product should be used in water only. Do not launch from dock or land.
• Do not use near piling, docks, shores or shallow water or other obstructions that could cause serious injury to the rider.
• Carefully instruct the other riders the proper way to attach rope and operate the towable.
• DO NOT strap or attach arms or legs to cover or tube. Never place hands or feet in between the tube or cover.
• This item has no braking or steering mechanism and can develop high speeds under certain towing conditions. Use at your own risk!
• This product is not a life saving device.
• Take necessary breaks when you are tired.
• Never get near the propeller with the engine running, even if it is in neutral.

GeneralTowableManual2006.qxd 11/10/05 6:26 PM Page 6

GENERAL TROUBLE SHOOTING GUIDE:

Symptom: Product won't hold air.
Solution: Check to see that the valve is fastened properly. Re-fasten valve if needed. Check to see if the product was inflated fully from the beginning. If you suspect it wasn't inflated fully, add more air. PVC Repair Adhesive is available from Sportsstuff at www.sportsstuff.com or 888-814-8833 for small hole or seam repairs.

Symptom: Valve is leaking
Solution: Listen closely to hear if air is leaking. Be sure the valve and cap are screwed in or fastened straight and are tight. Leakage can occur if the valve is not fastened correctly.

Symptom: Product inflates but doesn't become firm.
Solution: Please check to make sure it was inflated firmly with a high volume air pump. If you are sure you inflated it properly, fully assess it for a leak or re-fasten the valve. If a leak is detected, the bladder may be patched by using Sportsstuff PVC Adhesive which can be purchased directly from Sportsstuff.

Symptom: Cover is very loose (Applies only to products with covers).
Solution: Please check to make sure that your product is inflated fully and the tube is in place. The cover should fit snugly over the well-inflated tube. If the cover remains loose, add more air. See also the INFLATION section of this manual.

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

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Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: **http://www.sportsstuff.com**

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

GeneralTowableManual2006.qxd 11/10/05 [illegible]:26 PM Page 7

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code".

It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

Warnings

and

Guidelines for Use

September 2004

TABLE OF CONTENTS

SECTION 1	SKIS	
TAB 1(A)	SKI: ON PRODUCT WARNING	1
TAB 1(B)	HIGH PERFORMANCE SKI BINDING: ON PRODUCT WARNING	2
TAB 1(C)	OPERATOR'S MANUAL: SKI AND BINDING	3
SECTION 2	WAKEBOARDS	
TAB 2(A)	WAKEBOARD: ON PRODUCT WARNING	7
TAB 2(B)	HIGH PERFORMANCE WAKEBOARD BINDINGS: ON PRODUCT WARNING	8
TAB 2(C)	OPERATOR'S MANUAL: WAKEBOARD AND WAKEBOARD BINDING	9
SECTION 3	KNEEBOARDS	
TAB 3(A)	KNEEBOARD: ON PRODUCT WARNING	13
TAB 3(B)	KNEEBOARD STRAP: ON PRODUCT WARNING	14
TAB 3(C)	OPERATOR'S MANUAL: KNEEBOARD	15
SECTION 4	ROPES	
TAB 4(A)	SKI TOW ROPE: ON PRODUCT WARNING	18
TAB 4(B)	ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING	19
TAB 4(C)	OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE	20
SECTION 5	INFLATABLE TUBES	
TAB 5(A)	INFLATABLE TUBE: ON PRODUCT WARNING	24
TAB 5(B)	OPERATOR'S MANUAL: INFLATABLE TUBE	26
SECTION 6	WAKESURFER	
TAB 6(A)	WAKESURFER: ON PRODUCT WARNING	30
TAB 6(B)	OPERATOR'S MANUAL:WAKESURFER	31

TAB 4(B) -- ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING

[In the following warning, fill in the appropriate information for the strength of the rope.]

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.]

MANUFACTURER'S GUIDELINES FOR USE

1) The warning is FOR USE ON ROPE FOR TOWING INFLATABLE TUBE.

2) Warning should be securely attached to the tow rope within six feet of rope where it attaches to inflatable tube. Warning should be attached in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen by user prior to use.

7) Manufacturer should list on the tube rope packaging and in the instructions the maximum number of riders intended for towing using this tube rope, and list the average tensile strength of the rope.

8) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

TAB 4(C) -- OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE:

SKI TOW ROPE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/kneeboards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

[In the following warning, fill in the appropriate information for the strength of the rope.]

ROPE FOR TOWING INFLATABLE TUBE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- It is the responsibility of the watercraft owner/operator to know and inform all persons riding or using tow ropes of the information presented herein. Unsafe operation by watercraft driver will endanger you and others.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling

for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.

- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
- Check the rope, handle, and/or connectors for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks which can cause rope to snap back and may hit the occupants of the watercraft which could result in injury or death.
- Never put arms, legs or head in the handle section, since injury or death may result. Never wrap rope around any part of your body prior to or during use or when retrieving rope.
- Do not use a tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or occupants of watercraft.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The product should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling. Some chemicals may affect the rope. If the product become tacky or changes color or appearance, do not use.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales outside the normal seating area of the boat. Uneven weight distribution or additional weight

may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should be **PROVIDED TO THE PURCHASER OF A SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

TAB 5(A) – INFLATABLE TUBE: ON PRODUCT WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal floatation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

MANUFACTURER'S GUIDELINES FOR USE

1) This warning is FOR USE ON TOWABLE TUBES.

2) Warning should be securely attached to (or printed on) the tube or surrounding skirt in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use only highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen prior to use.

7) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

SPECIAL MANUFACTURING INSTRUCTIONS

8) Manufacturer should list on the packaging and in the instructions the maximum number of riders recommended for the product, and the average tensile strength of the rope necessary for pulling the tube and its rider(s).

[Insert appropriate number of people for this tube, corresponding average weight for the people, and the average tensile strength of the rope required in the following message which should appear on the packaging.]

Number of Riders	Average Weight of Riders	Average Rope Tensile Strength
One	170 Lbs.	1500 Lbs.
Two	340 Lbs.	2375 Lbs.
Three	510 Lbs.	3350 Lbs.
Four	680 Lbs.	4100 Lbs.

⚠ WARNING

Use of this product and participation in the sport of tubing involves inherent risks of injury or death. Before using this tube, read the owner's manual carefully.
This tube is designed to carry no more than ____ persons or _____ lbs.
Use a tow rope of at least ____ lbs. Average tensile strength for pulling this tube and its rider(s).
The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

TAB 5(B) -- OPERATOR'S MANUAL: INFLATABLE TUBE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- Carefully read this manual and follow the instructions.
- Only use your tube with a responsible watercraft operator who knows how to operate a watercraft properly.
- Take all reasonable precautions in the use and operation of your tube and boat.
- Teach anyone using your tube how to attach it to the rope, how to ride it, and how to maintain it.
- Use a single tube for not more than one rider and no more than two riders for a double tube. Do not exceed the manufacturer's recommended number of riders for your particular tube.
- If the tube is designed for more than one person, take extra precaution to avoid colliding with one another.
- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

- Never strap or attach anyone to the tube or cover. Never put your feet or hands through the strapping of the towing system or handles. Never wedge your hands or feet under the cover or between the cover and the tube.
- Never attempt jumps or dangerous tricks with your tube. If more than one tube is being towed, avoid collisions with other tubes.
- Scout the area before use to avoid any debris or obstacles that might present a safety hazard.
- Know your own limits. Stop when you are tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable tube.
- Check the rope and connector for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks.
- Do not use tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or boat occupants.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The tow rope should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales

outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should **BE PROVIDED TO THE PURCHASER OF AN INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form, etc.) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

ON TUBE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceeds skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of 1500 lbs. average tensile dtrength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling three people and 4100 lbs. average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

Photo #1: Water Sports Industry Association warning on regular tubing

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/knee-boards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use.

ROPE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing up to a maximum of ___ (one, two, three four) people or ___ (170, 340, 510, 680) pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

TUBE ROPE WARNING

Photo #2: Water Sports Industry Association rope and tube rope warnings

Glen Canyon NRA
Determination of Public Access or Restriction

Affected Area/Topic Common Name:

A restriction concerning kite tubing, kite boarding, and parasailing.

Location of Affected Area:

All waters, air, and land areas of Glen Canyon NRA.

Nature of Action/Restriction/Closure:

A general restriction specific to recreational activities commonly referred to as kite tubing, kite boarding, and parasailing. This restriction applies to any activity requiring a tow vessel for the purpose of sustained air travel above the water surface, and any water based recreational activity that relies on tethered parafoils, parachutes, kites, wings, or other tethered apparatus for propulsion across the water surface resulting in sustained air travel. This restriction is not intended to limit or curtail activities associated with conventional recreational pursuits including sailing, sail boarding, water skiing, knee boarding, or wake boarding.

Level of Scope of Closure/Restriction:

This is a general restriction specific to all waters and areas within Glen Canyon NRA to specific recreational activities known as kite tubing, kite boarding, and parasailing.

Proposed Regulatory Language (36 CFR section/wording):

36 CFR 1.5 (a)2

Kite tubing, parasailing, and similar activities requiring a tow vessel or tow vehicle for the purposes of providing air flight of participants and/or apparatus are prohibited within the boundaries of Glen Canyon NRA. Kite boarding, kite surfing, and similar tethered activities requiring a parasail, kite, wing, or similar tethered apparatus attached to the participant or floatation device, for the specific purpose of providing propulsion or air flight are prohibited.

Definitions:

Kite tubing is a generic term used to describe certain water based recreational pursuits involving the use of tethered floatation devices designed to rise above the surface of the

water. This term is used to describe recreational activities associated with the use of manufactured devices such as the WEGO "Kite Tube", SEVYLOR "Manta", and similar apparatus.

Kite boarding is a generic category of recreational activities associated with floatation devices designed for water and air travel propelled by tethered parafoils, parachutes, wings, kites, or other similar apparatus.

Parasails are a generic family of devices dependent on parafoils, parachutes, wings, or similar apparatus towed by vessels with long tow lines for the purposes of sustained air travel.

Justification:

In April of 2006 the first observation of kite tubing was made at Glen Canyon NRA. This observation was made secondary to a call for EMS intervention to rescue a severely injured man who had been crushed by a Kite Tube inverting and crashing. This person suffered severe trauma to their neck and chest resulting in a near drowning incident. This incident was documented in CI# 06 0297. Since this first accident three other severe injuries,(CI# 06-941, 06-1301, 06-1334), and multiple minor accidents attributed to kite tubing have occurred within the recreation area. Glen Canyon staff have air lifted 4 patients from the lake, with three suffering life threatening injuries. Subsequent viewings of various kite tubing promotional materials indicates a steep learning curve for the "operator" to establish the correct balance and steering to keep the kite tube from veering violently from side to side and/or up and down. The manufacturer's videos show sequences where the kite tube appears to be primarily out of control. In addition numerous personal videos of actual accidents have been recorded and collected showing the unpredicted violent out of control nature of this activity. Due to the unpredictable nature of the crafts "flight", it is dangerous and inappropriate to permit this activity to occur in proximity to other visitors recreating on the lake, nor is it prudent to allow an inherently unstable and dangerous activity to establish a user/participant precedent.

Kite tubing presents many of the same risks as "cliff jumping" which is a prohibited activity in the NRA. Kite tubes have the potential to rise to 60' above the water surface while traveling at speeds of 35-40 mph. Because of the uncontrolled nature of kite tube falls or crashes, the "operator" often impacts the water surface at high speeds, near vertical angles, and unusual body positions, significantly increasing the risk of injury. (See attached list of case incidents.)

Kite boarding represents a separate, but similar, set of risks and dangers to visitors at Glen Canyon NRA because of the basic uncontrolled nature of the kite board and the attached operator which is dependent on wind to provide lift and propulsion. Kite boarders are dependent on air movement and have little control concerning the general direction of travel, which may interfere with other visitors engaged in traditional water recreation activities such as sailing, water skiing, fishing, etc. In addition the lines and

cables attaching the kite boarder to the parafoil or wing pose potential safety concerns to other boaters or park visitors that may be struck or collide with these lines. Kite boarding, due to the generally uncontrolled speed and direction of travel of the kite board, requires large, open, and empty expanses of water, which often is not available at Glen Canyon NRA because of competing visitor uses.

Parasailing also represents potential risks and dangers to parasailing participants as well as other park visitors. Parasailing requires extremely long lines, often in excess of 1000', generally straight line boat travel, and large open spaces of shoreline or water surface for landing, which increases the risk of interference or collision with other park visitors. Because the parasail tow boat requires sustain forward momentum to keep the parasailer air borne, it is extremely difficult for the tow vessel to maneuver or stop quickly to avoid other vessels or water hazards. The NRA has responded to calls for emergency assistance and rescue services because of serious injuries sustained in parasailing accidents. (See attached list of case incidents.)

Kite tubing, kite boarding, and parasailing are incompatible with the current spectrum of permissible recreational opportunities available at Glen Canyon NRA. While Lake Powell offers what appears to be a vast expanse of open water and endless space, impacts and conflicts among various user groups occur frequently due to the relatively restricted water channels and high level of visitor use. Kite tubing, kite boarding, and parasailing require large amounts of space and unpopulated surface waters and have the potential to disrupt established recreational pursuits. Kite tubing, kite boarding, and parasailing may require long tow ropes, large open water surfaces for takeoffs and landings and, because of their air borne attachments can not maneuver or stop abruptly. To avoid inevitable accidents caused by kite tubing, kite boarding, and parasailing, as well as conflicts and accidents involving traditional park user groups not accustomed to the special operational needs of these dangerous air borne activities, the NRA has chosen to prohibit kite tubing, kite boarding, and parasailing.

(SEE ATTACHMENTS & DATA FILES)

NEPA, Cultural Resources Requirements:

None Required.

Proposed by: Mark Law, Law Enforcement Specialist, GCNRA

Proposal Implementation Date: 6-15-06

Method of Public Notification:

Notification of this closure restriction pertaining to towed aerial watercraft will be made through local and regional media services, park publications, park web-site, and posted on area information bulletin boards. (See attachments.)

Reviewed By: Mike Mayer **Date**
Chief Ranger Visitor and Resource Protection

Determination: **Adopted** **Rejected**

Kitty L. Roberts **Date**
Superintendent
Glen Canyon National Recreation Area

0606014HCC3604 Exhibit H

National Park Service
U.S. Department of the Interior

InsideNPS
Information Gateway for NPS Employees

0
GLEN CANYON NATIONAL RECREATION AREA

Kite Tubing Safety Alert

Over the past month, the park has experienced a sharp upswing in visitor accidents and injuries due to kite tubing on the lake.

Kite tubes were introduced into the market this past winter and have proven to be extremely dangerous. During the past three weeks, Glen Canyon staff have airlifted four people from the lake, with three suffering life threatening injuries. Kite tubes are large, round, ten-foot tubes with a solid fabric floor in the bottom. As the tube is pulled forward, the front of the tube is lifted and air catches the floor of the tube and lifts it out of the water with the rider on top of the tube.

In all cases at Glen Canyon NRA, the riders were being pulled at 25 to 35 mph with a head on or quartering wind. The tubes would rise uncontrollably 15 to 25 feet into the air and immediately invert and accelerate back to the water. The combined forward speed of the boat, plus the additional accelerated downward speed is driving these victims into the water at speeds near 50+ mph. For additional details on the accidents, see the related incident report in today's edition.

Interviews with friends and family members of accident victims have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor injury accidents occurred prior to the incidents that required advanced life support. All victims were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged down to the water surface. The injuries seen are consistent with deceleration impact events that cause internal trauma. Victims have reported coughing up blood, torn muscles, whiplash type injuries, broken ribs, punctured lungs and cervical fractures.

Glen Canyon NRA has initiated discussion and contact with the National Association of State Boating Law Administrators (NASBLA) and will be providing a national safety alert through their organization very soon. In addition, the Consumer Product Safety Commission has been notified regarding this emerging threat and efforts are being made to disseminate more information on this activity through them.

One of the park's weekend accidents resulted in a major neck injury. A news video from KUTV in Salt Lake City and a second KUTV video clip on an incident at Lake Mead can be viewed by clicking on the links listed below (a flash player is needed to view them):

http://www.kutv.com/video/?id=16192@kutv.dayport.com

http://www.kutv.com/video/?id=16155@kutv.dayport.com

A prohibition on cliff jumping was put in place at Glen Canyon last year after an increase in injuries and fatalities associated with this activity. Although controversial in the beginning, it has been widely accepted and the park has received many positive comments back on this prohibition. A review of the data indicated that a significant increase in injury and death occurred at jumps higher than 15 feet. The last cliff jumping fatality occurred from 70 feet, with a calculated speed of about 50 mph when the victim impacted the water.

Similar circumstances apply in this case. All kite tubers reported that they were traveling at 30 to 35 mph and most were 15 to 20 feet in the air when they were either ejected or turned upside down and accelerated back to the water. Another 10 to 20 mph of speed is added to their forward speed, so the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equivalent of a 70 foot cliff jump, with the added component of the victims having no control over how they enter or impact the water.

0606014HCC3604 Exhibit H

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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headline.cfm?type=Announcements&id=4523 Posted: June 08, 2006
[Back]

0606014HCC3604

GLCA KITE TUBING

6/14/2006

Exhibit H

CASE #	DATE	RANGER	INCIDENT	COMMENTS
06-0297	4/7/2006	CLASSIC	EMSALS (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0297	4/7/2006	JOSTAD	ACCKITEPI (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0941	5/22/2006	BF CLINIC	EMSALS (serv)	34 YOM KITE TUBING ACCIDENT
06-0941	5/22/2006	VANDRAGT	ACCKITEPI (serv)	34 YOM KITE TUBING ACCIDENT
06-1301	6/2/2006	MOWAT	EMSALS (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1334	6/3/2006	STARK	EMSBLS (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	ACCKITEPI (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	SAR (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1301	6/2/2006	MOWAT	ACCKITEPI (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1526	6/10/2006	SAMPLE	ASSTCTZN (serv)	VERBAL CONTACT WITH KITE TUBER
06-1533	6/10/2006	LARSON	ASSTCTZN (serv)	EDUCATIONAL CONTACT FOR KITE TUBING

Exhibit H

CRNUMBE	INCIDENT	DATE	LOCAT	REMARKS
00-0523	ACCOTHPI (serv)	4/28/2000	BF	21 YOM BROKEN RIGHT ANKLE FROM PARASAILING ACCIDENT
01-0298	ASSTCTZN (serv)	4/11/2001	DR	DISABLED SAILBOAT
01-1344	FOUNDPROP (serv)	6/7/2001	HC	12 FT SAILBOAT WATERSKIS
01-1822	ACCBTPDO (serv)	6/13/2001	WW	SAILBOAT TIPPED OVER
01-3471	ACCBTPI (serv)	7/24/2001	WW	PARASAILING ACCIDENT
01-4366	ACCBTPI (serv)	8/16/2001	BF	PARASAILING ACCIDENT
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING ACC
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING
02-1741	FOUNDPROP (serv)	6/25/2002	HI	SAIL WHITE/ORANGE
03-4718	PTIIOTH (pt2nt)	10/17/2003	WW	VW TO SUBJECT FOR PARASAILING
05-1295	EMSBLS (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN
05-1295	ACCOTHPI (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN

6-16-06; 4:14PM;G. L. C. A. DISPACH ;9286086315 # 16/ 17
0606014HCC3604

Exhibit H

CRNUMBE	INCIDENT	LOCAT	DATE	REMARKS
91-2839	COMILLOP	WW	8/28/1991	PARASAILING THE THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN PARK
91-3565	EMSALS	BF	10/11/1991	PARASAILING ACCIDENT/BLANDING
92-3455	ACCBTPI (serv)	BF	8/10/1992	PARASAILING ACCIDENT
92-3874	ACCBTPI (serv)	BF	9/2/1992	PARASAILING ACCIDENT
92-3874	EMSALS	BF	9/2/1992	PARASAILING ACCIDENT - BACK PAIN
93-3683	EMSBLS	BF	9/10/1993	PARASAILING INJ POSS FX ANKLE TRANSPORT TO CLINIC

6-16-06; 4:14PM;G. L. C. A. DISPACH ;9286086315 # 17/ 17
0606014HCC3604

0606014HCC3604 Exhibit H

National Park Service
U.S. Department of the Interior

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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

0606014HCC3604 Exhibit H

National Park Service
U.S. Department of the Interior

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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– *www.nps.gov/glca* –

0606014HCC3604 Exhibit H

mph and most were 15 to 20 feet in the air when they were either ejected or turned up
accelerated back to the water. Another 10 to 20 mph of speed is added to their forwar
the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ
70 foot cliff jump, with the added component of the victims having no control over how
impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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0606014HCC3604

Exhibit H

Kevin Schneider
06/08/2006 07:41 AM MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM -----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

0606014HCC3604 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM
MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

0606014HCC3604 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM
CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM
CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
cell 928-640-0429
928-608-6259 FAX Office

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 10:05 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208

0606014HCC3604 Exhibit H

« World's largest kite flies in Tokyo
321 kite-flyers held in a crackdown against metal-wire use »

Kite Tube!?

Ads by Goooooogle

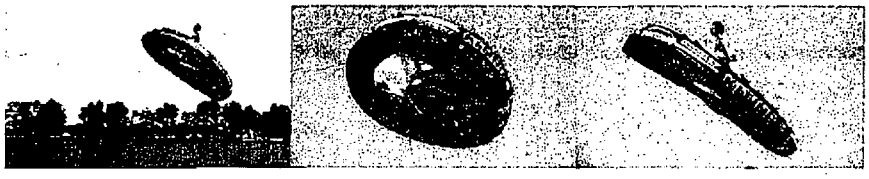
Wego Kite Tube - In Stock
Free Shipping and choice of Free Life Vest or Pump with each order!
www.BoatTube.com

Overton's Water Sports
Your one stop shop for all your Marine and Watersports needs!
www.overtons.com

Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.



This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one… http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′. Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

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Exhibit H

Submit Comment

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Confirmation Report—Memory Send

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Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Kevin Jones	From:	Mark Law
Fax:	801 524 4506	Date:	6/12/06
Phone:	801 524 5677 x229	Pages:	
Re:		Fax:	928 608-6315
		Phone:	928 608-6252

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

0606014HCC3604 Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

be very traumatic.

Bob Baron

From: Luckesen [mailto:Luckesen@hughes.net]
Sent: Friday, June 09, 2006 8:59 AM
To: Kiko Augusto Villalon; Dr. Robert Baron; Richard Blackman; Bill Furbee; Jennifer Killeen; erny kuncl; Jim Leach; Fred Messmann; Joe and Nancy; Rngrram@aol.com; Todd Schwede; Ted Woolley
Subject: Kite Tubes

In the past three weeks we have had to Airvac four serious injured people from Lake Powell that were engaged in a new water activity called Kite Tubing. This activity involves a large round inflated tube that is towed behind a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air to a height of 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance cause the tub to dive down into the water at a high rate of speed. The individual on these tubes impacted the water at both the forward tow speed of the vessel and then at the downward accelerated speed, which can be as high as 70 MPH. As a medic I have responded to three of these calls in a one week period and my Kite Tubing patients all had to be Airvac to Level I Trauma Centers. A 29-year-old male who suffered a broken neck (double Fx of C-2) and a 26-year-old male with a hemopneumothorax produced by broken ribs. My third patient a 14-year old female suffered a whiplash injury and was released from the hosipital. Several weeks' earlier another Medic had a similar case at Lake Powell involving a young man with a severely punctured lung. Several local hospitals have reported recently seeing Kite Tube patients with simular injuries from people that have self transported to their facilities. Taking with other water enforcement agencies they are seeing Kite Tubing injuries and I have heard of one fatality in Texas. This death was due to a transected aortic commonly seen in deceleration auto and airplane type accidents. Interviews with friends and family members of patients have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor Kite Tubing injuries occurred with other members of the boating party prior to the incidents that required advanced life support. All victims stated they were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged up side down into the water. Friends of the victims that did not immediately report their injuries advised that they had coughing up blood, had torn muscles, whiplash type injuries and broken ribs.

Go to the following Internet link and then click on the video section in the upper right hand corner. These clip show graphically what can happen with these devices.

http://www.kutv.com/video/?id=16192@kutv.dayport.com <
http://www.kutv.com/video/?id=16192@kutv.dayport.com>

http://www.kutv.com/video/?id=16155@kutv.dayport.com <
http://www.kutv.com/video/?id=16155@kutv.dayport.com>

http://www.break.com/index/tubingtakeoff.html

Glen Canyon is considering banding these device from boating activities on Lake Powell and Dr. Baron has also taken an active role in banding these devices.

Steve

0606014HCC3604

Exhibit H

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To: Mark Bernstein
From: Mark Law
Fax: 775 278 5863
Date: 6/16/06
Phone:
Pages:
Re:
Fax: 928 608 6315
Phone: 928/608-6252
Dispatch 928 608-6301

☐ See Attached ☑ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

See attachments.

Will be sent in 3 sessions

2nd set

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National Park Service
U.S. Department of the Interior

InsideNPS
Information Gateway for NPS Employees

GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

0606014HCC3604 Exhibit H

National Park Service
U.S. Department of the Interior

InsideNPS
Information Gateway for NPS Employees

GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

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More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– www.nps.gov/glca –

EXPERIENCE YOUR AMERICA™
The National Park Service cares for special places saved by the American people so that all may experience our heritage.

0606014HCC3604

Exhibit H

mph and most were 15 to 20 feet in the air when they were either ejected or turned up
accelerated back to the water. Another 10 to 20 mph of speed is added to their forwar
the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ
70 foot cliff jump, with the added component of the victims having no control over how
impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM -----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM
MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

0606014HCC3604 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

0606014HCC3604 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM
CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM
CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
cell 928-640-0429
928-608-6259 FAX Office

0606014HCC3604 Exhibit H

Kevin Schneider
06/08/2006 10:05 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
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- Kite Building
- Kite Portfolio
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« World's largest kite flies in Tokyo
321 kite-flyers held in a crackdown against metal-wire use »

Kite Tube!?

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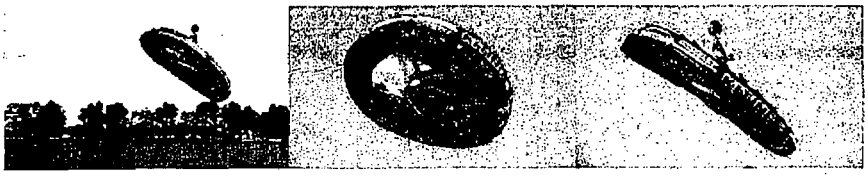
Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.



This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one… http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′..Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

0606014HCC3604

Exhibit H

Submit Comment

KiteRing Connects People

[Join Now | Ring Hub | Random | << Prev | Next >>]

Steadywinds.com is proudly powered by WordPress
Entries (RSS) and Comments (RSS).

0606014HCC3604

Exhibit H

Confirmation Report—Memory Send

Time : Jun-12-2006 08:53am
Tel line 1 : 9286086259
Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Kevin Jones	From:	Mark Law
Fax:	801 524 4506	Date:	6/12/06
Phone:	801 524 5677 x229	Pages:	
Re:		Fax:	928 608-6315
		Phone:	928 608-6252

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

0606014HCC3604 Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

be very traumatic.

Bob Baron

From: Luckesen [mailto:Luckesen@hughes.net]
Sent: Friday, June 09, 2006 8:59 AM
To: Kiko Augusto Villalon; Dr. Robert Baron; Richard Blackman; Bill Furbee; Jennifer Killeen; erny kuncl; Jim Leach; Fred Messmann; Joe and Nancy; Rngrram@aol.com; Todd Schwede; Ted Woolley
Subject: Kite Tubes

In the past three weeks we have had to Airvac four serious injured people from Lake Powell that were engaged in a new water activity called Kite Tubing. This activity involves a large round inflated tube that is towed behind a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air to a height of 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance cause the tub to dive down into the water at a high rate of speed. The individual on these tubes impacted the water at both the forward tow speed of the vessel and then at the downward accelerated speed, which can be as high as 70 MPH. As a medic I have responded to three of these calls in a one week period and my Kite Tubing patients all had to be Airvac to Level I Trauma Centers. A 29-year-old male who suffered a broken neck (double Fx of C-2) and a 26-year-old male with a hemopneumothorax produced by broken ribs. My third patient a 14-year old female suffered a whiplash injury and was released from the hosipital. Several weeks' earlier another Medic had a similar case at Lake Powell involving a young man with a severely punctured lung. Several local hospitals have reported recently seeing Kite Tube patients with simular injuries from people that have self transported to their facilities. Taking with other water enforcement agencies they are seeing Kite Tubing injuries and I have heard of one fatality in Texas. This death was due to a transected aortic commonly seen in deceleration auto and airplane type accidents. Interviews with friends and family members of patients have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor Kite Tubing injuries occurred with other members of the boating party prior to the incidents that required advanced life support. All victims stated they were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged up side down into the water. Friends of the victims that did not immediately report their injuries advised that they had coughing up blood, had torn muscles, whiplash type injuries and broken ribs.

Go to the following Internet link and then click on the video section in the upper right hand corner. These clip show graphically what can happen with these devices.

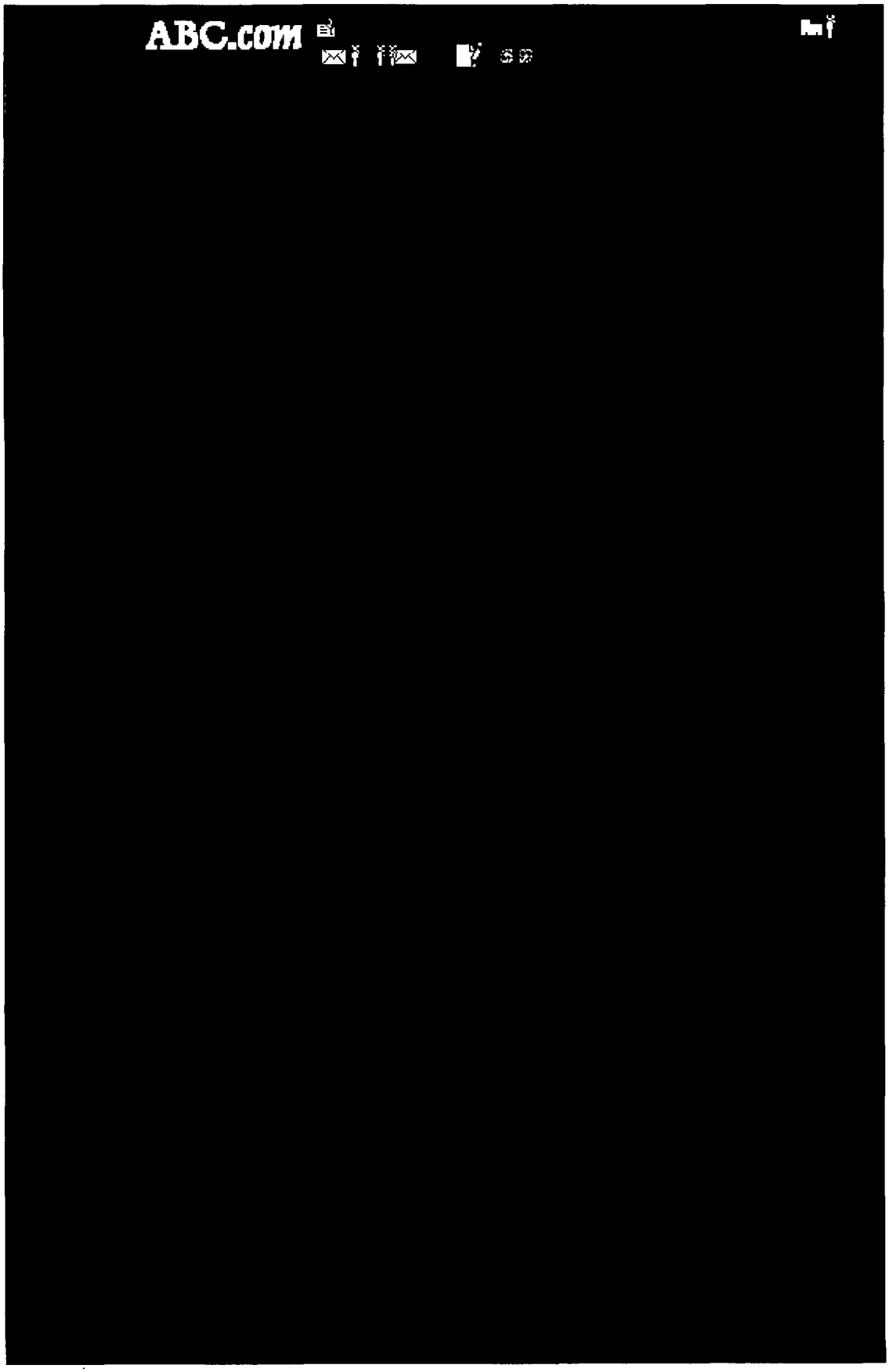
http://www.kutv.com/video/?id=16192@kutv.dayport.com <
http://www.kutv.com/video/?id=16192@kutv.dayport.com>

http://www.kutv.com/video/?id=16155@kutv.dayport.com <
http://www.kutv.com/video/?id=16155@kutv.dayport.com>

http://www.break.com/index/tubingtakeoff.html

Glen Canyon is considering banding these device from boating activities on Lake Powell and Dr. Baron has also taken an active role in banding these devices.

Steve


ABC.com

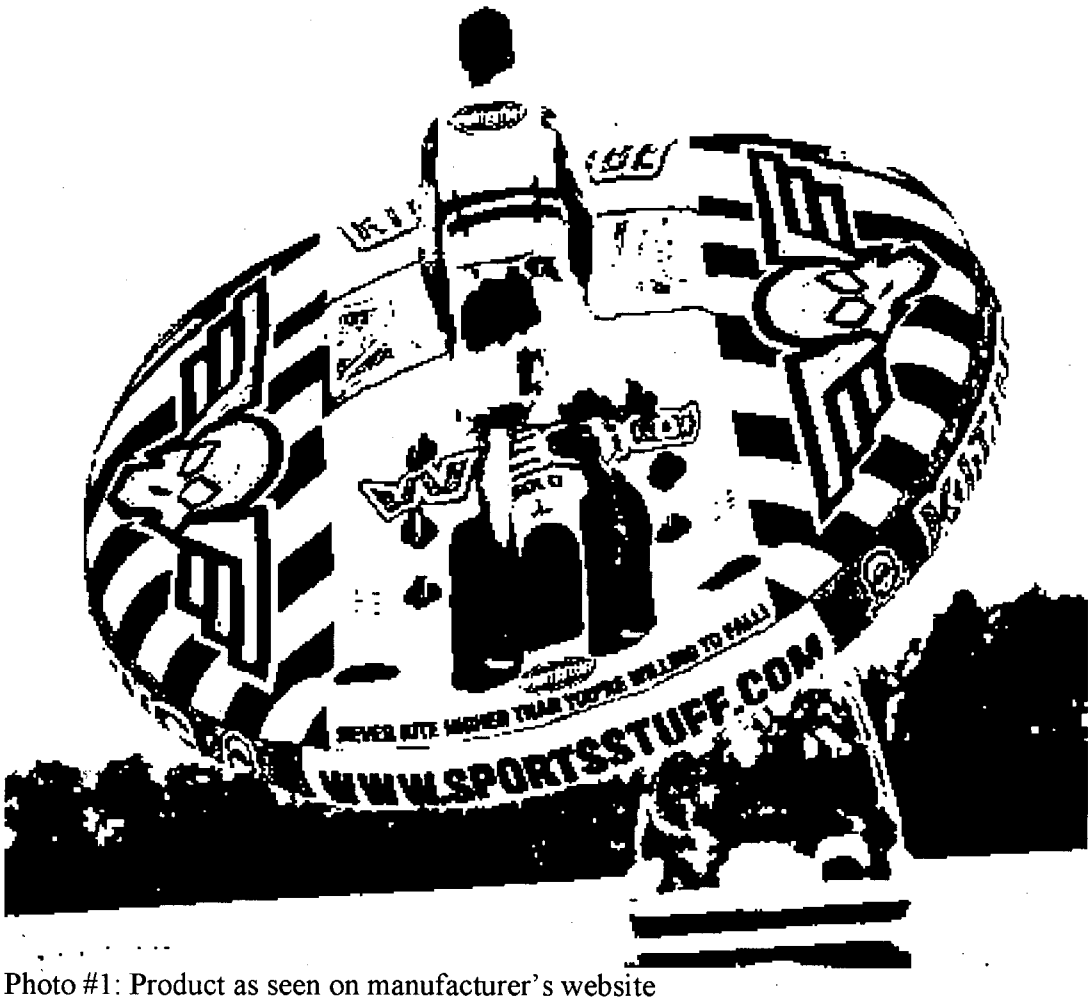


Photo #1: Product as seen on manufacturer's website

060614HCC3605

Contact List:

Mark Law, Law Enforcement Specialist
National Park Service
U.S. Department of the Interior
P.O. Box 1507
Page, AZ 86040
(928) 608-6252—P
(928) 608-6259—F
Date of Contact: June 16, 2006

Sportsstuff, Inc. (product manufacturer—Wego)
1-888-814-8833—P
www.sportsstuff.com
Date of Contact: June 16, 2006 (contact was made by CPSC, not respondent)

Diversified Marine Products (product distributor)
1-800-777-0141—P
www.dmpmarine.com
Date of Contact: June 16, 2006 (contact was made by CPSC, not respondent)

Vina Ramus, Parts and Accessories Manager
Marine Max (product retailer--Wego)
1363 Embarcadero
Oakland, CA 94606
(510) 535-6161—P
(510) 535-1787—F
www.marinemax.com
Date of Contact: June 16, 2006

Larry Meddock, Executive Director
Water Sports Industry Association
P.O. Box 568512
Orlando, FL 32856-8512
(407) 251-9039—W
(407) 620-7992—C
wsiaheadquarters@earthlink.net
Date of Contact: June 29, 2006

060614HCC3605

Tammy Wright, Law Enforcement Officer
Utah State Parks and Recreation
1594 W. North Temple
Salt Lake City, UT 84114
(801) 538-7359—W
Date of Contact: July 12, 2006

25(c)

EPIDEMIOLOGIC INVESTIGATION REPORT

1. Task Number	2. Investigator's ID	
060628CWE5430	9068	

3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY
840	2006 06 26	2006 06 28

6. Synopsis of Accident or Complaint **UPC** 0 29808 00518 5

A 42-year-old male died when the kite tube he was riding on lifted up to 4 feet and then suddenly crashed into the water. The victim hit the water and was knocked unconscious. He regained consciousness but then went into cardiac arrest at the hospital. The victim was diagnosed with a broken collar bone, a lacerated spleen, a bruised liver and a hematoma. An autopsy was performed and the cause of death was listed as exsanguination, severed hepatic artery and blunt force trauma.

7. Location (Home, School, etc)	8. City	9. State
5 - OTHER PUBLIC PROPERTY	ST. GERMAIN	WI

10A. First Product	10B. Trade/Brand Name	10C. Model Number
3200 - Water Tubing (activity, Appa	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF, INC.
11213 E Circle Street, #A
Omaha, NE

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
42	1 - Male	8 - Death	66 - Hemorrhage

16. Body Part(s) Involved	17. Respondent	18. Type of Investigation	19. Time Spent (Operational / Travel)
31 - UPPER TRUNK	2 - Eyewitness	1 - On-Site	12 / 2

20. Attachment(s)	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	05 - Newspaper	

23. Permission to Disclose Name (Non NEISS Cases Only)

○ Yes ● No ○ Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
07/10/2006	8929	Frank J. Nava

27. Distribution	28. Source Document Number
Blasius, Dennis R.; Topka, Tanya L.; Ingle, Robin L.	X0660583A

CPSC FORM 182 (12/96) Approved for use through 09/30/2006 OMB NO. 30410029

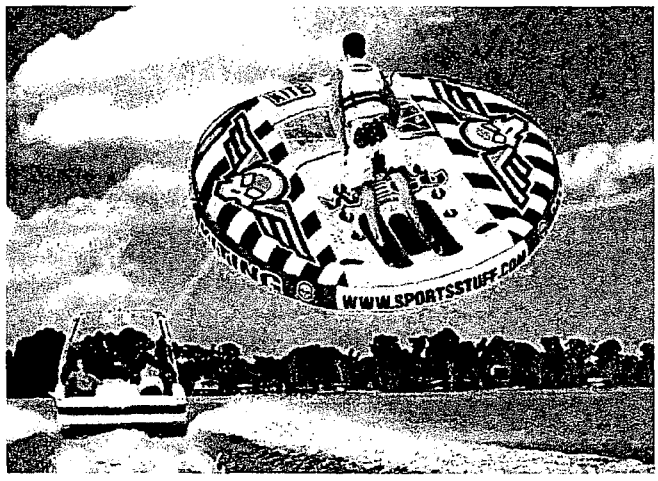
1283

IDI 060628CWE5430

INCIDENT REPORT

The 42-year-old victim had been water skiing, tubing and boating for over 10 years. He was a water enthusiast and interested in the latest water recreational products on the market but was not a high risk taker.

In January, 2006, the victim and his 44-year-old male friend went with their wives to an area boat show. At the show, they saw a product called the kite tube which was ten feet in diameter. The friend stated that until now they had been on tubes up to five feet in diameter. They viewed a video tape of the kite tube which showed it in the air about five to ten feet off the water while it was being towed by the boat. They talked with the sales representative who stated that you only have to go 26 mph to get the kite tube to lift off the water. The victim thought the kite tube looked like fun and easy to do. Based on the video, the victim decided to order one to use in the upcoming summer. He purchased it for about $460 at the boat show discount and it was shipped to him by the end of May, 2006. Following and attached as Exhibit "A" is a picture of this kite tube.



On June 23, 2006, the victim went on vacation with the same friend who had been at the boat show with him as well as another friend who was 45-years-old along with all of their families. They stayed at a resort on a lake so that they could fish, ski and go tubing. The victim brought the kite tube along with him as well as the new 60 foot tow rope which came with it. The victim told his friends that he viewed the kite tube video and read the product literature prior to leaving home. His friends asked if the victim had brought the video along as they wanted to see it, but the victim had left all of the product literature at home.

On June 24th, the victim and his two friends decided to try the kite tube out for the first time. As the two friends were blowing up the kite tube with a compressor, they read the warnings printed on the tube. They attached the tow rope to the back of the boat and

towed the kite tube behind the victim's boat. The victim and his two friends rode the kite tube separately wearing life jackets. They stood or knelt in the foot pockets and grabbed the handles on the kite tube. None of them had any prior experience with this size of tube. The closest size they had ridden on was a five foot diameter tube. While one was tubing the other two were in the boat driving and spotting. As they took off, the rider would pull on a rope attached to the front middle of the tube to lift the front of the kite tube so that water would not get into the tube. After that, the rider would pull on the kite tube handles to lift the front of the tube up so that it could get air to lift off the water. The victim and his two male friends each tried once riding on the kite tube but could not get the tube to lift off of the water at a speed of 25 mph as recommended. The front of the kite tube would rise off of the water but the back end would drag on top of the water. There were no falls on this day.

Both of the victim's friends remarked that it was very difficult to hold onto the handles for very long as your arms and legs would tire easily. They also noted that they had no control of the kite tube. The front end of the tube would rise up as the boat accelerated and would come down when the boat slowed down. They stated that they were just holding on and were at the mercy of the wind and the driver.

On the following day, they were talking about the kite tube and thought perhaps they needed a bigger boat and motor to get the kite tube to lift off the water as they were larger guys. The 42-year-old victim was 6'1" and 225#, the 44-year-old friend was 6'1" and 205# and the 45-year-old friend was 5'8" and 150#.

On June 26th at about 8:00 PM, the victim and his two friends decided to try the kite tube out again using his 44-year-old friend's boat which was a 1991 VIP Model SK8 with an Evinrude 150hp motor. The friend who was the owner of the boat attached the tow rope at the 60 foot length and drove the boat. The 45-year-old friend was the spotter and the victim was the rider. As they started out in front of their cabin, the friends noted that the lake was like glass and there was no breeze.

Traveling from the cabin to the end of the lake took less than a minute. During this time, they were able to get the kite tube to lift off the water about two to three feet for about five seconds going at a speed of 30-35 mph. Any less speed and the tube would not lift off the water. The friend who was driving stated that he was constantly adjusting the speed of the boat to get the kite tube in the air. As the rider pulled on the handles which lifted the front of the tube in the air, the tube would catch some air and lift off the water. When the tube was three feet off the water, the driver would try to maintain the speed of the boat and as the tube started to descend to the water, the driver would increase the speed. Both the driver and spotter related that while the tube was in the air, they were unable to see the victim on the tube. They noted that the tube has a plastic window that in theory allows the driver to see the rider and vice versa. When the tube is deflated, you

can see through the window. But, when the tube is inflated the plastic window accumulates condensation, is cloudy and does not allow either party to see each other. Therefore, there was no way to communicate between the driver and rider.

When they reached the end of the lake, the driver slowed the boat down to turn around to come back. At this time, the driver asked the victim how the speed was on the first trip and the victim responded that the speed was perfect and to drive exactly the same on the way back. As they started out, the kite tube performed the same at about 30–35 mph. It lifted off of the water up to three feet and then would come back down. When they were about half way back, the kite tube lifted off of the water to four feet, swayed to the right, then to the left, then shook, then went back to the right and then came down and hit the water. From lift off to touch down took less than five seconds. When the kite tube hit the water, the victim was thrown into the water head first. At this point, the spotter told the driver, that the victim had fallen off. When the driver turned around to look, he saw the kite tube about 20 feet in the air. The driver turned the boat around and started back to the rider. When the boat was within 20 feet of the victim, the driver and spotter noticed that the victim was not moving. When they came within 10 feet of the victim, they observed the victim face down in the water.

The spotter grabbed the life vest of the victim and lifted his face out of the water. They found that the victim was breathing and his lip was bleeding but he was unconscious. The driver started to lightly slap the victim's face to get him to come around but the victim did not respond. At this point, they yelled to shore to send a boat out to help.

An emergency medical technician (EMT) happened to be staying at the same resort and on shore at the time of the incident. He got into his boat and brought additional people along to help with the victim. At this same time, someone on shore called "911" for assistance. When the EMT arrived at the scene, it took six men to pull the victim out of the water and into the boat. By this time, the victim was coming around and could move his legs and talked. The victim knew his name and his birthday but did not know what had happened. When they came back to shore with the victim, an ambulance arrived within two to three minutes. The ambulance took the victim to an area hospital and his wife rode along with him. The 44-year-old friend and his wife followed the ambulance to the hospital.

The Sheriff' Department was also called to the scene by the "911" call. They briefly interviewed the parties involved. Attached as Exhibit "B" is a copy of their call sheet and press release on the incident.

When the victim arrived at the hospital, he was diagnosed with a broken collar bone, a lacerated spleen, a bruised liver and a hematoma near his thorax. There were no visible signs of injury, as the injuries were all internal. As the hospital staff was working on draining the fluid from the hematoma, the victim's heart stopped several times. The hospital staff restarted the victim's heart on each occasion until it stopped at 1:00 AM on

June 27th and they were unable to restart it. The hospital noted the cause of death to be cardiac arrest.

The Vilas County Coroner was called to the hospital and an autopsy was scheduled for the following day. The coroner noted the death to be accidental and the cause to be exsanguination, severed hepatic artery and blunt force trauma. Attached as Exhibit "C" is a copy of the coroner's report.

Following the death of the victim, the county sheriff called the area Department of Natural Resources (DNR) warden to report the incident as the DNR investigates boating deaths. The warden went to the resort and briefly interviewed the 45-year-old friend of the victim regarding the incident. To date, the Department of Natural Resources does not have a releasable report and it is unknown if there will be a formal report by their office.

This injury incident was brought to the attention of the U.S. Consumer Product Safety Commission by a news reporter. This investigator received this assignment on June 28, 2006 and contacted the Department of Natural Resources warden to obtain additional information on the incident. The warden provided the name of the victim as well as the driver and spotter.

On June 30th, this investigator conducted an on-site interview with the victim's friends, the 44-year-old male driver and the 45-year-old male spotter. Their comments have been incorporated into this report. Both of the friends stated that upon returning home from the resort, they inspected the kite tube and did not notice any damages or apparent equipment failure.

PRODUCT IDENTIFICATION

The product involved is a Wego Kite Tube, Model 53-5000 that is 10 feet in diameter x 18" H when inflated and yellow, orange and black in color. The kite tube is pulled behind a motor boat and the rider holds onto handles on the top side of the tube and puts his feet into foot pockets. As the rider pulls on the handles, the front of the tube is lifted in the air. The air goes underneath the tube causing it to lift off the water. The tube may raise straight up or act like a kite swiveling, swooping and turning in the air. The kite tube has been known to reach heights of up to 30 feet in the air before coming back down to the water. It has a UPC 0 29808 00518 5 and is manufactured in China for:

SPORTSSTUFF, INC.
11213 E CIRCLE STREET, #A
OMAHA, NE 68137
(402) 592-9085
(888) 814-8833
www.sportsstuff.com

The kite tube is advertised on the Internet and described as follows:

Wego Kite Tube
10ft diameter flying tube.
Take flight with the WEGO KITE TUBE! The next generation of action towable to here, taking you to a whole new level of excitement! Whip across the water like a deck tube, or fly through the air like a bird! Experience the thrill of flight as you rise above the water, reaching incredible heights, leaving nothing but adrenaline in your wake! The level of extreme sport has been raised with the WEGO KIT TUBE. Anything else is beneath it.....
Model 53-5000 Sug. Retail: $599.95

The kite tube has the following features:

- **120 inch inflated diameter (10 feet) with slanted saucer configuration.**
- **840D full body nylon double skin cover with PU coating.**
- **Computerized double stitched sewing.**
- **Nylon zippered openings for bladder insertion and adjustment**
- **Multiple mesh drain ports, bar-tacked.**
- **Two heavy-duty PVC bladders-outer ring and slotting cockpit.**
- **Reinforced towing system with molded aluminum connector for easy quick connection.**
- **Speed safety valves for fast easy inflation and deflation.**
- **Parallel slotting system with non-slip footsteps and neoprene padding for comfortable foot, knee, and leg use.**
- **8 padded, non-slip handles with knuckle guard.**
- **Heavy-duty starting leash with easy grip sponge balls.**
- **Reflective Safety Piping on all handles and on the outside top taping.**
- **Variable loops for detachable leash use.**
- **Panoramic see through double windows.**
- **Adjustable length style 45-55-65 foot segmented tow rope included.**
- **High visibility, billboard style, red and yellow watersports safety colors with checkerboard and caution accent striping**
- **Instructional DVD, tow rope and starting leash included.**
- **90 day warranty**

Warnings

The kite tube has warnings noted in its instructional DVD, product literature and printed directly on the kite tube top surface. The warnings on the kite tube are reiterated as follows:

WARNING

To lessen your risk of serious injury or death, follow these rules:

- Not a Lifesaving Device.
- Never Leave Children Unattended.
- Use Only Under Competent Supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under twelve (12) years of age.
- The watercraft driver is responsible for the towable and rider(s) since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced operator (driver) at the helm of the watercraft.
- Always have three or more people present for safe tubing: one to drive, one to observe, and one or more to ride.
- Observer in the boat should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other watercraft, boats, swimmers, towables, and other obstructions in the water.
- Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water, and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Do not use at speeds that exceed the skills of the rider. Never exceed 20 mph when towing adults or 15 mph when towing children.
- Use a tow rope specifically designed for towables.
- Never operate the watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness. Ensure that the tow rope is clear or all body parts prior to or during use.
- Riders should keep arms and feet out of the water.
- Always wear a U.S. Coast Guard (USCG) approved type III (PFD) ski vest or as recommended by proper government authorities.
- Do not exceed the manufacturer's recommended number of riders for this tube.
- Do not u se this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling three people, and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
- The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller liable for any loss, damage, injury, or expenses of

any kind arising out of the use of this product. It is the responsibility or the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear, and deterioration from the use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

102605.02 ITEM NO.: 53-5000 ©Sportsstuff, Inc. 2005

KITE TUBE BOAT DRIVER

To lessen your risk of serious injury or death, follow these rules:

- Driver should be at least 16 years of age and pass a coast guard approved boating course.
- Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
- Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
- Maintain constant communication with spotter about the Kite tube and its performance.
- Adjust boat speed to reduce the height of the Kite tube.
- The Kite Tube is unlike any other towable tube. It can sustain flight at various heights for long periods of time.
- Wind, boat speed, rider weight, and length of rope are big variables in Kiting performance.
- Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
- Never Kite higher than you want the rider to fall, adjust your speed.
- Avoid excessive boat speed at all times.
- Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
- Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
- Give-way to all other watercraft, especially sailboats.
- The Kite tube can sustain flight with steady head wind and boat speed. Head into the wind.
- Be aware of cross winds and wind gusts.
- Use the large, panoramic window to monitor and communicate with the rider.
- Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
- Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out. As the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
- Most boating accidents happen in less than 2 seconds.
- Reaction time varies from 120 to 255 feet of boat length.

- Do not be in-attentive. Do not let your mind wander. Focus on what you are doing.
- Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
- Don't Kite in electrical storms.
- The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
- Instruct all riders of rules and warnings, plus how to ride.
- In riding position, the rider and tube are at a 45° angle to the water's surface.
- Avoid floating objects and all immoveable objects.
- All riders should be towed at speeds that allow for reasonable control.
- Avoid submarining the towable when first starting out or on spills.
- Slow boat down to 5 mph to turn around and pick up the rider.
- In many cases when the rider falls off, the Kite will continue to be airborne.
- Don't be a gunner, slamming the throttle forward and forgetting about the towable and your rider. Focus.
- In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite tube will Kite in, but remember the Kite tube is designed to Kite into the wind.
- Do not throw away your owner's manual. You must review periodically and especially when allowing others to use or borrow your Kite tube.
- Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
- Don't overload your boat with a lot of passengers.
- Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff until the boat reaches planing speed and lift occurs on the Kite tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately otherwise you will create too much drag on the boat and tube, causing something to break.
- Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5 mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
- It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".

- Experience safe Kiting.

©Sportsstuff, Inc. 2005

WARNING
KITE TUBE RIDER
To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability. Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planning speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines, and other immoveable objects.
- Be aware of natural wind breaks and barriers that change the wind flow.
- Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
- Maximum 1 rider capacity.
- Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
- Balance to minimize movement while airborne. Too much movement can cause the Kite tube to become wobbly and over turn. Maintain a good center of gravity.
- 10 and 2 o'clock are the best control hand positions.
- Hang time, Kite time, can be 1 second to many minutes.
- Length of hang time depends on the wind, boat speed and rider weight.
- A straight boat heading into the wind creates the optimum Kiting performance.
- Ballet performance is what you are looking for (up and down).
- Use the large panoramic window to see the boat and to view rider height.

- Force the tube down by pushing your weight down with a swift motion.
- Use your position within the slotting system cockpit to adjust pitch or the angle by which the nose of the tube is inclined up or down from the horizontal.
- Use the handles to adjust left to right balance.
- Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
- Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
- Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
- A rider that falls or is ejected should try to fall away from the Kite tube.
- Experience safe Kiting.

©Sportsstuff, Inc. 2005

WARNING
KITE TUBE USE
Release of Liability:
By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks or injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty,

including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.
110806.03 **©Sportsstuff, Inc. 2005**

ATTACHMENTS

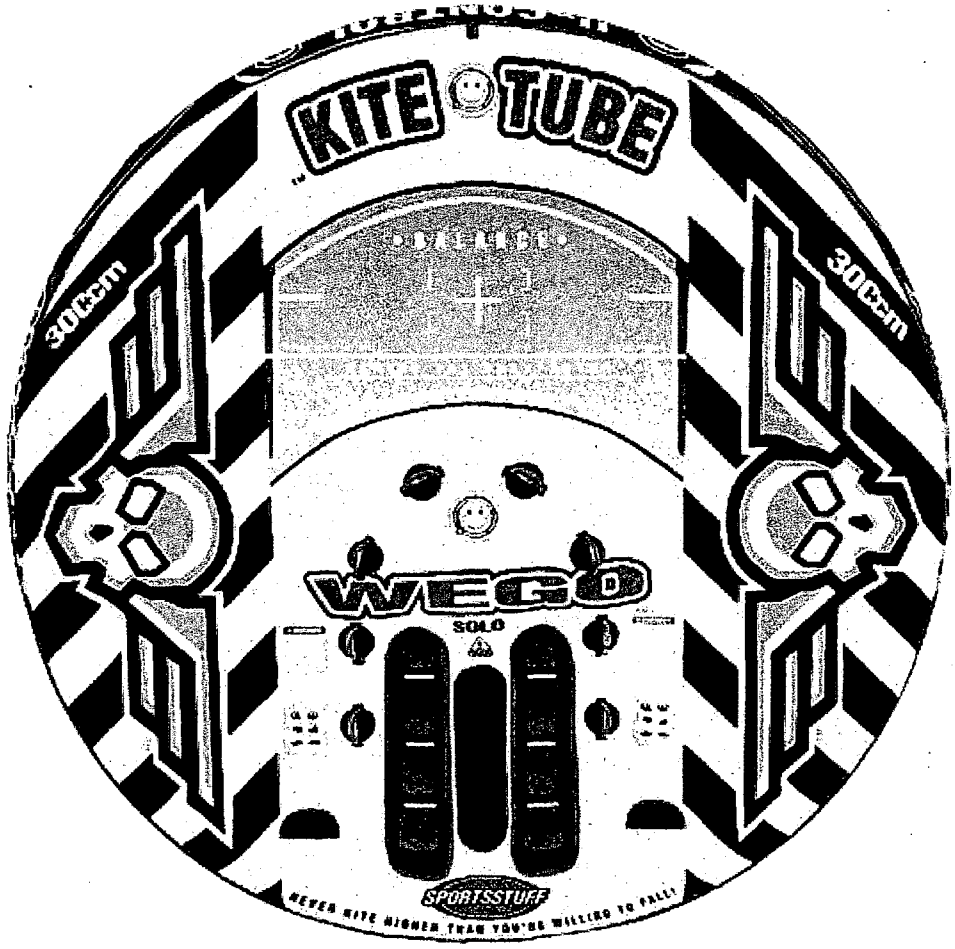
Exhibit "A" – Pictures and photographs of kite tube as well as the boat used to pull the kite tube the day of the incident.

Exhibit "B" – Sheriff's department call sheet and press release.

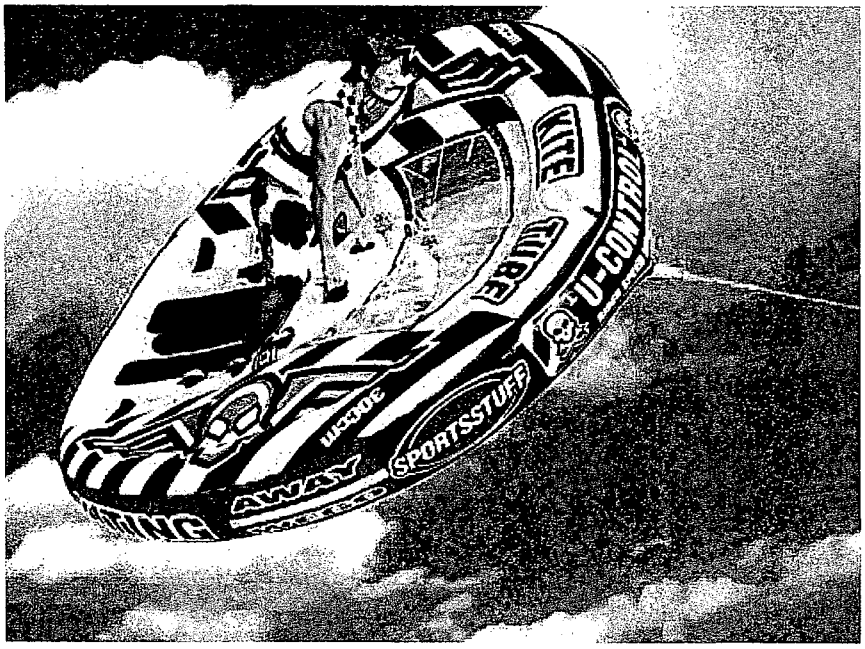
Exhibit "C" – Coroner's report.

Exhibit "D" - Authorization to Not Release Name forms.

Exhibit "E" – Contact List



IDI 060628CWE5430 – Exhibit "A" – Wego Kite Tube – Picture off Sportsstuff, Inc. Internet site.



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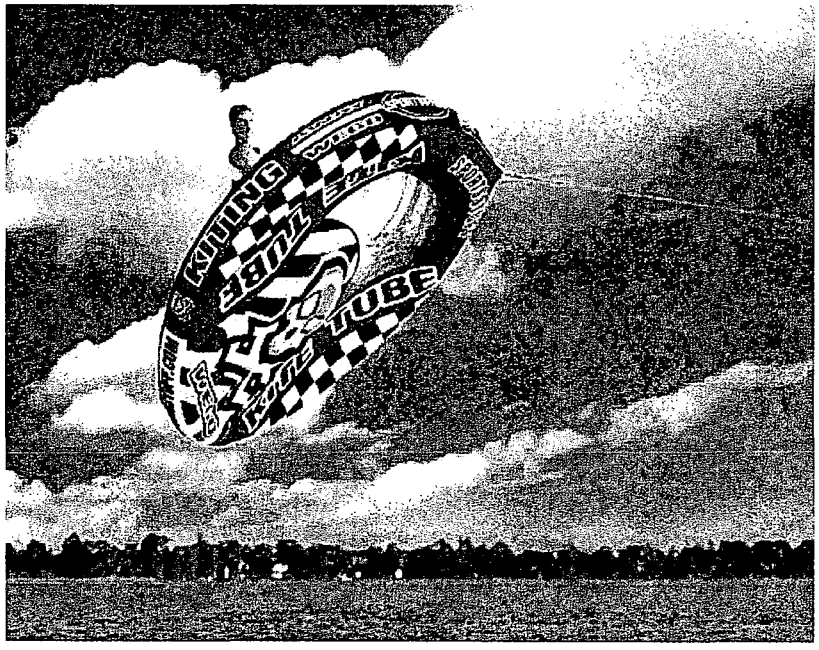

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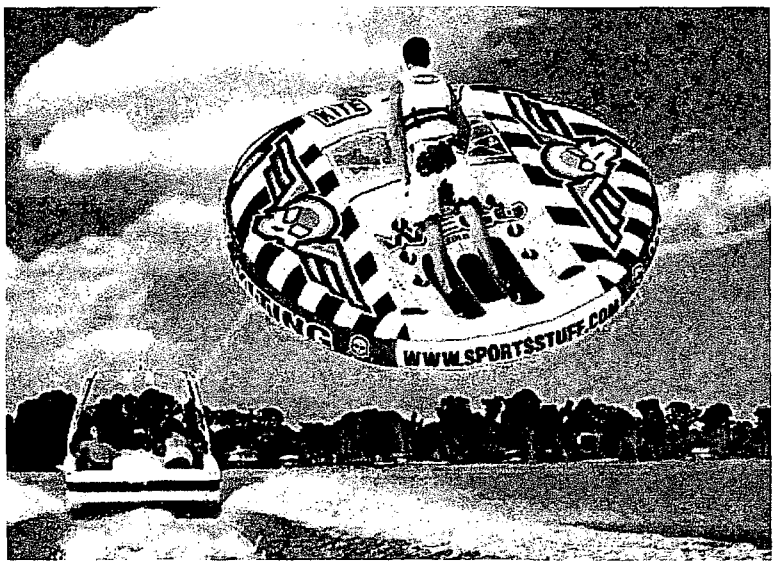

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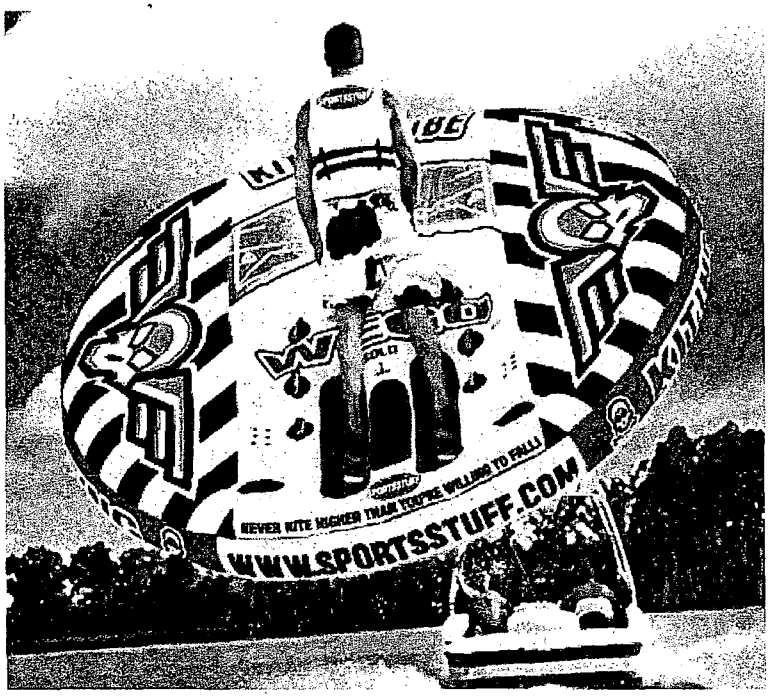

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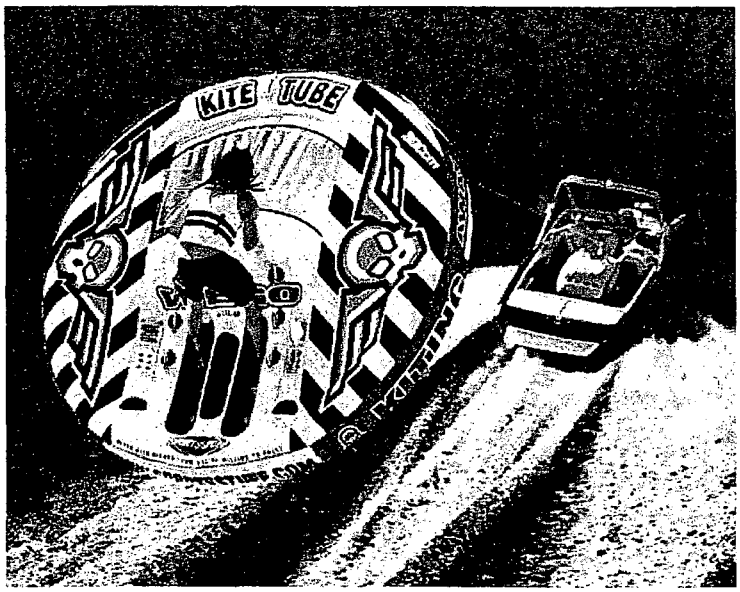

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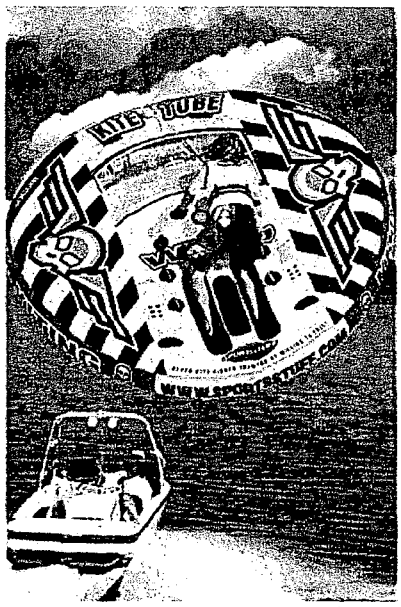

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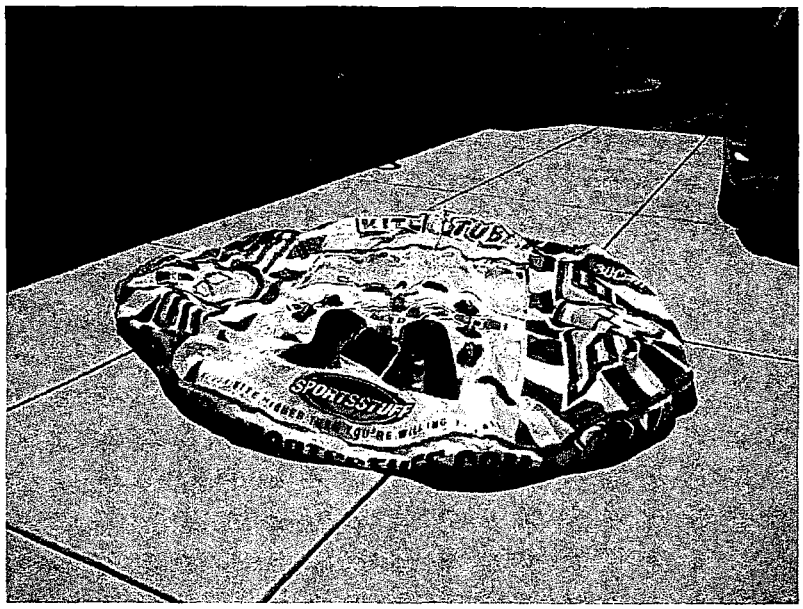
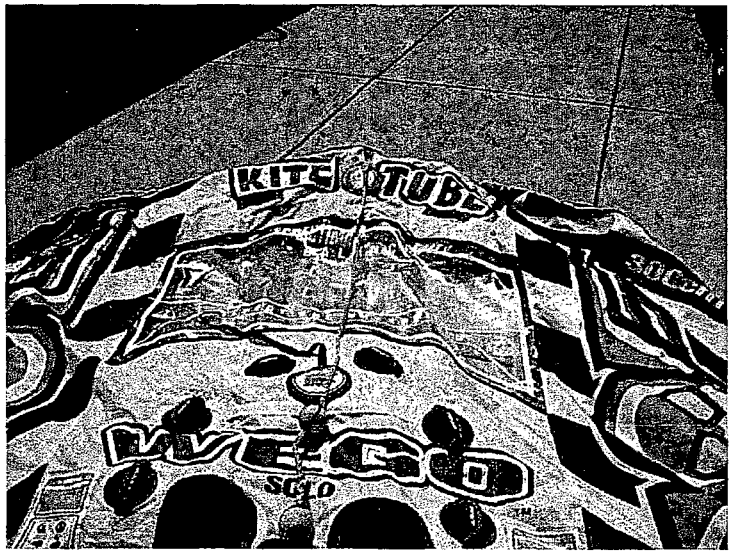
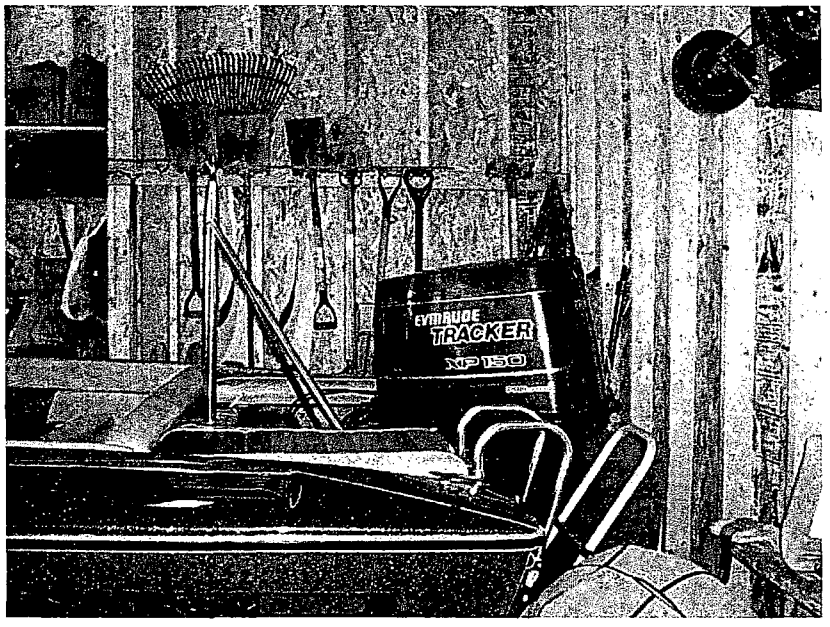


IDI 060628CWE5430 – Exhibit "A" – Wego Kite Tube – Model 53-5000 – Purchased by victim.



IDI 060628CWE5430 – Exhibit "A" – Wego Kite Tube – Model 53-5000 – Purchased by victim. – Photograph shows plastic window for rider and driver to view each other.

IDI 060628CWE5430 – Exhibit "A" – 1991 VIP 17 foot SK8 boat with an 150 hp Evinrude motor that pulled the Wego Kite Tube the day of the incident.



IDI 060628CWE5430 – Exhibit "A" – 1991 VIP 17 foot SK8 boat with an 150 hp Evinrude motor that pulled the Wego Kite Tube the day of the incident – Arrow points to where tow rope was attached.

Long-Term Call ID: 150473
Active Call: Nature: Boat/Water Acci Type: lfe Priority: 2

Address: 1130 Gessert Rd;Estrold Resort City: SG St Germain
Zones: : : : Alarm Number:

+- Complainant: 74412 ----------+
Lst: [redacted] Mid: M
Adr: [redacted] DOB: 08/17/61
Cty: New Berlin ST: WI Zip: 53151 SSN: - -
Tel: [redacted]ell Race: W Sex: F Prev Calls: Wants: Adr:
Alrt:
+----------+
Contact: Sandy Tel: (262)565-3893
Address:
Info: (See below)

How Rcvd: W Wireless 911 Occurred between: 20:07:11 06/26/06
Rcvd by: A Mattke and: 20:07:11 06/26/06
Hld Until: 06:00:00 06/27/06 When Rptd: 20:07:11 06/26/06

= = = =

Tue Jun 27 01:05:06 CDT 2006 L Scarcelli
Traci England, medical examiner from Oneida, calling to request our coroner.
Tue Jun 27 01:05:19 CDT 2006 A Mattke
Paged 249 P Tirpe. Also notified C161 M Sealander and 210 D Gardner. 202 J Fath notified.

PRESS RELEASE

For Immediate Release

For more information contact:
John Niebuhr, Sheriff
715-479-4441

David Gardner, Lieutenant

Boating Accident - Fatality

St. Germain, WI, Little St.Germain Lake, June 27, 2006

VCSD Case No. 06-006594

St. Germain, WI, June 26, 2006 -- On Monday, June 26, 2006, at approximately 8:07 PM, the Vilas County Sheriff's Department received a call requesting medical assistance at 1130 Gessert Rd., St. Germain. The caller stated a boating accident on Little St. Germain Lake had occurred and one person was injured. St. Germain Rescue, Plum Lake 91 and Med 5 were dispatched to the scene. The injured party was transported to Howard Young Medical Center for treatment and was later pronounced dead. The name of the deceased is being withheld pending notification of family.

The accident is under investigation by the Wisconsin Department of Natural Resources, Vilas County Sheriff's Department and Vilas County Coroner's Office.

Lt. David Gardner
Tuesday, June 27 02:19:00 CST 2006

VILAS COUNTY CORONER'S REPORT

Name of Deceased: [redacted] DOB: 10-15-1963 CO#:06-006594

Address: [redacted], Delafield, WI 53018 Age: 42

Date of Death: 06/27/06 Time of Death: Pron. 0050

D.A. Notified: **YES** Date: 06/27/06 Time: 0830

Reported By: Vilas Sheriff's Office per request of HYMC ER Staff

Time reported: 0106 Doctor:

Cause of Death A. Exsanguination

B. Severed Hepatic Artery

C. Blunt Force Trauma

Natural: Suicide: Homicide: Accidental: **X**

Date of Incident: 06/26/06 Time of Incident: 2005hrs
Location: 1130 Gessert Road, Little St. Germain Lake, St. Germain, Township

Autopsy performed By: Dr. Kelley

Funeral Director: Church and Chapel Funeral Service

DESCRIPTION OF BODY

Sex: Male Race: White Height:6'1" Weight: 226 Eyes: Hazel
Hair: Blonde Personal Effects: Silver Colored band on left ring finger.
Left with body at Fond du Lac Medical Examiner.

Trauma: See autopsy report

Specimens Taken: Blood, Usual autopsy specimens

Photos: Autospy

Investigated by: 249 Tirpe, Warden Selander

Next-of-Kin: [redacted] - Wife Notified: By HYMC ER Staff

Address: Same Phone: [redacted]

VILAS COUNTY CORONER'S DEATH REPORT

DECEASED NAME: [redacted]

I was contacted by the Vilas County Sheriff's Department to respond to a death at the Howard Young Medical Center Emergency Room. Upon my arrival I met with the ER physcian, [redacted] who advised me that the deceased had been brought to Howard Young following a tubing accident in St. Germain. He advised me that the deceased had been alert and oriented and that following his return from the CT scanner the deceased suddenly crashed and that a code ensued. Dr [redacted] stated that they had coded M [redacted] for almost 2 hours before declaring him dead. Dr. [redacted] stated that the CT appeared to show a small laceration to the spleen and bruising to the liver with a small amount of blood in the cavity. According to [redacted] the deceased also had a left pneumothorax that was reduced with a chest tube and a pulmonary contusion.

Following this I met with [redacted] and [redacted] (11/14/61) who was the driver of the boat that was towing Mr. [redacted] Mr. [redacted] stated that he was towing Mr [redacted] on a "kite tub" around Little St. Germain Lake and had a spotter, M [redacted] in the rear of the boat watching M [redacted] on the tube. According to Mr [redacted] they were traveling between 40 and 45mph and that the tube was bouncing off the water approx. 2' into the air and then back down onto the water.

[redacted] stated that M [redacted] informed him that M [redacted] had fallen off of the tube and then they turned the boat back to where they thought [redacted] was to pick him up. According to [redacted] when they approached Mr [redacted] told him that M [redacted] was lying face down in the water and had not given him the "OK" sign. Mr. [redacted] then came to assist M [redacted] in rolling Mr. [redacted] over onto his back. As they rolled [redacted] over he noted that Mr. [redacted] had "snoring" respirations. M [redacted] tated that Mr. [redacted] was wearing a life vest but was to heavy for him and Mr [redacted] to get into the boat by themselves. Mr. [redacted] and Mr. [redacted] stated calling for help and some bystanders on the shore came out in their boat and assisted them in getting Mr. [redacted] back into the boat and to shore. Mr. [redacted] stated that by the time the arrived at the shore and called 911 that Mr. [redacted] was beginning to regain consciousness. Mrs. [redacted] stated that the deceased had no significant medical history and was on no prescription medications.

At this point I advised Mrs. [redacted] that I would be requesting an autopsy be done and that I would speak with her following the autopsy. I then proceeded to take Mr. [redacted] into my care and setup an autopsy to be done that day at the Fond du Lac County Medical Examiner's Office. I also released the deceased for skin and bone donation at the wife's request. I also spoke with Warden Selander regarding the incident. Following this I transported the deceased to the Fond du Lac County Medical Examiner's Office in Fond du Lac for the autopsy.

See Page 3

VILAS COUNTY CORONER'S DEATH REPORT

DECEASED NAME: [redacted]

Page 3

Dr. Kelley the Fond du Lac County Medical Examiner performed the autopsy and noted that a large quanity of blood was found in the abdominal cavity. He proceeded to explore the cavity and found that a hepatic artery had been severed. Dr. Kelley also noted that there were posterior rib fractures on the left side indicating a substantial amount of force had been transfered to the body when the deceased struck the water.

Following the autopsy I advised Mr [redacted] by phone of the results of the autopsy and answered what questions she had. I then released the deceased to the funeral home for final disposition at the request of the family.

Signed:

Paul A. Tirpe - Coroner

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

U. S. CONSUMER PRODUCT SAFETY COMMISSION

AUTHORIZATION FOR RELEASE OF NAME

Thank you for assisting us in collecting information on a potential product safety problem. The U. S. Consumer Product Safety Commission depends on concerned people to share product safety information with us. We maintain a record of this information, and use it to assist us in identifying and resolving product safety problems.

We routinely forward this information to manufacturers and distributors to inform them of the involvement of their product in an incident situation. We also give the information to others requesting information about specific products or hazards. Manufacturers may need the individual's name so that they can obtain additional information on the product or incident situation.

Would you please indicate on the bottom of this page whether you will allow us to disclose your name. If you request that your name remain confidential, we will of course, honor that request. After you have indicated your preference, please sign your name and date the document on the lines provided.

o YES ☒ NO

[redacted] 7-7-06
(Date)

P.S. Please do what you can to outlaw this kite tube "monster".

[redacted]

1307

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

U. S. CONSUMER PRODUCT SAFETY COMMISSION

AUTHORIZATION FOR RELEASE OF NAME

Thank you for assisting us in collecting information on a potential product safety problem. The U. S. Consumer Product Safety Commission depends on concerned people to share product safety information with us. We maintain a record of this information, and use it to assist us in identifying and resolving product safety problems.

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Would you please indicate on the bottom of this page whether you will allow us to disclose your name. If you request that your name remain confidential, we will of course, honor that request. After you have indicated your preference, please sign your name and date the document on the lines provided.

o YES X NO

[redacted] 7-6-06

(Signature) (Date)

CPSC Hotline: 1-800-638-CPSC(2772) H CPSC's Web Site: http://www.cpsc.gov

1308

IDI 060628CWE5430 - Exhibit "E - Contact List

VICTIM

[redacted] – 42-year-old male
[redacted]
Delafield, WI 53018
[redacted]

CONTACT LIST

[redacted] – 44-year-old male owner of boat and driver
[redacted]
New Berlin, WI 53151
[redacted]

[redacted] – 45-year-old male spotter
[redacted]
New Berlin, WI 53151
[redacted]

[redacted] – Friend of victim
[redacted] Drive
Cottage Grove, WI 53527
[redacted]

Jeff Dautermann – Warden
Michael Sealander – Warden
Chris Spaight – Warden
Department of Natural Resources
223 E. Steinfest Road
Antigo, WI 54409
(715) 623-4190

Vilas County Sheriff's Department
330 Court Street
Eagle River, WI 54521
(715) 479-4441

Paul Tirpe, Coroner
Vilas County Coroner
29 forest Drive
Manitowish Waters, WI 54545
(715) 543-2232

25(a)

EPIDEMIOLOGIC INVESTIGATION REPORT

1. Task Number	2. Investigator's ID	3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY
060612HCC3582	1951	840	2006 04 30	2006 06 14

6. Synopsis of Accident or Complaint UPC

A 33-year-old male was riding a kite tube and was approximately 15-20 feet in the air when the kite tube dived suddenly and the victim hit the water. He died of a transection of the aorta.

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	ORANGE	TX

10A. First Product	10B. Trade/Brand Name	10C. Model Number
1200 - Sports And Recreational Acti	WEGO KITE TUBE	53-500

10D. Manufacturer Name and Address
SPORTSSTUFF INCORPORATED
11213 E. Circle #A
Omaha,, NE

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
33	1 - Male	8 - Death	62 - Intern. Org. Inj.

16. Body Part(s) Involved	17. Respondent	18. Type of Investigation	19. Time Spent (Operational / Travel)
31 - UPPER TRUNK	2 - Eyewitness	3 - Other	27 / 0.5

20. Attachment(s)	21. Case Source	22. Sample Collection Number
2 - Documents	05 - Newspaper	

23. Permission to Disclose Name (Non NEISS Cases Only)

○ Yes ● No ○ Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
06/28/2006	8631	Frank J. Nava

27. Distribution	28. Source Document Number
Ingle, Robin L.	X0660330A

CPSC FORM 182 (12/96) Approved for use through 09/30/2006 OMB NO. 30410029

1310

DIAGRAM #1: This diagram shows the boat and who was where in the boat at the time of the incident. #1 is the victim on the kite tube, #2 is the driver of the boat, #3 is the observer on the boat, #4 is the victim's wife, and #5 was a passenger/witness on the boat.

The operator of the boat told the game warden investigating the matter, that at approximately 3:25 p.m. on April 30, 2006, they were boating in Sabine Lake. The operator told the warden that they launched the boat at approximately 1:30 in the afternoon. The operator told the warden that at approximately 3:15 p.m., he was driving the boat and the victim was on the kite tube. The operator stated that he made one pass westbound in front of Stewts Island on the north end of Sabine Lake and turned around in the Neches River and headed eastbound to make another pass in front of the island. According to the operator, he was in the deep part of the channel on the north side of Stewts Island traveling near full throttle while pulling the victim. The operator estimated that he was going approximately 32 miles per hour (mph) and estimated that the throttle was at 90% of its full capacity.

According to the accident investigation report, the operator told the warden that he had reached the eastern most end of Stewts Island and he glanced back and saw that the victim was airborne on the kite tube and he turned back around to concentrate on driving the watercraft. Seconds later, the operator was informed by the second male friend (observer) on the boat that the victim had fallen off the tube and to turn around. When they turned the boat around, the victim was floating face down in the water.

The report indicates that another boat driven by the brother of the male observer on the victim's boat, witnessed the accident and stopped to render aid. The second boat was able to reach the victim first and pulled him into their boat. The people on the second boat did not observe any vital signs and began administering CPR. The boat then called 9-1-1 for medical assistance and sped off to Rainbow Marina to meet emergency service personnel.

The operator of the boat talked with personnel from the United States Coast Guard at the marina and proceeded to ride along with the victim and his wife to the hospital. The victim was pronounced dead by the local Justice of the Peace at St. Mary's Hospital.

The report further stated that the game wardens were patrolling Cow Bayou at approximately 3:45 p.m. when the victim's boat went speeding by with one white male and one white female in the boat. The game wardens pursued the boat at a top speed of 48 mph until they reached the boat ramp at Highway 87 in Bridge City, Texas.

At the boat ramp, the game wardens made contact with the male who was driving the boat back, but was actually the observer in the boat at the time of the incident. When the wardens made contact with the male, he was extremely excited and stated that there was an emergency and he had to leave for the hospital. The male told the wardens about the accident and who was operating the boat at the time of the incident. The male then left the boat running in the water and walked up the dock. The wardens thought he was retrieving a trailer to remove the boat from the water. The male never returned, so the wardens turned off the boat and left a business card for them to contact their office.

Guard approved flotation devices in the boat that were accessible, but that the passengers in the boat were not wearing them. The flotation device used by the victim was classified as a Coast Guard approved type III device. The remaining flotation devices in the boat were also type III devices.

The warden noted in the accident investigation report that the operator of the boat did not consume any alcohol or drugs the day of the incident. The victim was reported to have consumed three beers in a two hour period prior to the accident and no drugs.

The warden concluded his report to say that the cause was accidental in nature due to the inexperience of both the boat operator and the victim. Although the boat operator reported that he had over 100 hours of boating experience, this particular boat was new. The operator told the warden that the kite tube was brand new and they had only used it on one prior occasion which was the day before the accident.

The warden noted in the report because of the design of the kite tube, the person riding it controls the height of the tube by leaning forward or backward. The operator of the boat only controls the speed of the boat and thus the kite tube on the water. The warden noted that both parties were inexperienced with the kite tube and were unaware of its inherent dangers.

The game warden stated in his report that this particular piece of equipment is new to the market and therefore he is unsure exactly what a safe speed would be to operate it at. He understood from witnesses that a safe speed was approximately 25 mph and the boat operator was going approximately 32 mph; therefore, he did not think the boat operator was acting recklessly or with criminal negligence.

According to the game warden, he looked at the warning stickers on the kite tube and there was a warning sticker indicating that the tube could reach a height of 20 feet in half of a second.

The game warden noted in the accident investigation report that the autopsy on the victim was completed and that "the cause of death was a transection of the aorta, a deceleration injury caused from the impact of his body with the surface of the water. There was no water in the lungs so the victim died upon impact and did not drown, nor was his neck broken as early reports suggested."

On June 21, 2006, this investigator spoke with the game warden that investigated the matter. The warden stated that he did not directly witness the matter, but collected information for the investigation afterwards. The warden further stated that he viewed the kite tube and tow rope at the business of the deceased. When asked, the warden stated that he did not obtain any information on the tow rope, nor measurements. He stated that it appeared to be a standard ski rope.

The warden stated that when he called the witnesses, they were hesitant to talk with him because an attorney was already involved on behalf of the family. The warden stated

there were three colors to the rope and that each section was approximately 20 feet long. He stated that at the time of the incident, all three colors were attached and that is why he estimates the length at 60 feet. He did not know the brand of the tow rope and only understood it to be the one that came with the kite tube.

This investigator asked about his relationship with the victim, and the observer stated that he has known the victim for a long time and that he is the same age as his sister and the victim lived with his family for some time while he (the observer) was growing up. He stated that he ultimately went to work for the victim at his maintenance shop, however, after the victim's death; the shop was unable to stay open and has since closed.

This investigator asked about the location of the product and the observer stated that they went and picked it up from the Coast Guard and it was stored at the victim's shop, however, everything has been cleaned out and he is unsure where the product is.

On June 23, 2006, this investigator left messages for both the driver of the boat and the victim's wife to return a telephone call.

On June 26, 2006, the attorney for the victim's wife returned the telephone call. At this time, the victim's wife is still very distraught over the incident; therefore, the attorney of record was interviewed in this matter. The attorney stated that the victim purchased the item online from skilimited.com. The attorney believed that the victim purchased the item for about $499.

According to the attorney, the victim is a water enthusiast and he has grown up on the water and has always done lots of water sports activities. The attorney knows the victim well and considers his family good friends. According to the attorney, the victim is very physically fit and has no physical limitations. The attorney did not know the victim's weight, but stated that he was well over six foot tall. Additionally, the attorney stated that the victim owned a construction business and since the death of the victim, the family has begun to shut the business down as no one else is capable of running the business.

When asked about the tow rope that was used, the attorney stated that the tow rope came with the kite tube. He verified the observer's statement that the rope came in different lengths and further said that the rider would put the length based on how high he wanted the kite tube to go.

The attorney said that the victim and his friends first tried the kite tube on that Saturday after watching the video. The attorney stated that he was told that everyone had difficulty on the kite tube and the victim watched the video again after that day.

According to the attorney and verified by this investigator, on April 28, 2006, the kite tube by this manufacturer was named the 2006 sports product of the year by the Sporting Goods Manufactures Association. This was broadcast on Fox news under "Fox and Friends." According to the attorney this is where the victim first saw the product and he

clotted blood within the left chest cavity. The report also indicates that there were no fractures of the cervical spine. The autopsy stated that the victim was 71 ½ inches tall and weighed 225 pounds. The pathological findings on the victim were:

1. Transection of aorta.
2. Left hemothorax (1,200 milliliters of blood).
3. Mild to moderate atherosclerotic coronary artery disease.

The medical examiner also placed a comment at the end of the report which stated:

> "The decedent was being towed behind a boat on a kite tube. According to witnesses, the kite tube flew 15 feet into the air with the decedent and then impacted the water. The impact caused a transection of the aorta due to sudden deceleration of the body."

Additionally, on June 28, 2006, the Justice of the Peace for Jefferson County faxed an autopsy report and included a toxicology report which indicated the victim's blood alcohol level was .04% (See Attachment #9).

PRODUCT DESCRIPTION:

1. **Product Type:** Kite Tube
   Brand: Wega Kite Tube
   Model Number: 53-500
   Manufacturer: Sportstuff Incorporated
   Retailer: Ski Limited
   One Ski Limited Way
   P.O. Box 1000
   Bethel, NC 27812
   Purchase Price: $499

2. **Product Type:** Boat
   Brand: Sea Ray
   Serial Number: SERA4458G798
   Year of Boat: 1998
   Retailer: Unknown
   Purchase Price Unknown

The first product is the Wego Kite Tube is yellow, black, red, and white in color and is 10 foot in diameter. The CPSC investigator in San Francisco was able to locate and obtain exemplar pictures of the Wego Kite Tube (See Photos 1 through 13).

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

U. S. CONSUMER PRODUCT SAFETY COMMISSION

AUTHORIZATION FOR RELEASE OF NAME

Thank you for assisting us in collecting information on a potential product safety problem. The U. S. Consumer Product Safety Commission depends on concerned people to share product safety information with us. We maintain a record of this information, and use it to assist us in identifying and resolving product safety problems.

We routinely forward this information to manufacturers and distributors to inform them of the involvement of their product in an incident situation. We also give the information to others requesting information about specific products or hazards. Manufacturers may need the individual's name so that they can obtain additional information on the product or incident situation.

Would you please indicate on the bottom of this page whether you will allow us to disclose your name. If you request that your name remain confidential, we will of course, honor that request. After you have indicated your preference, please sign your name and date the document on the lines provided.

o YES X NO

[redacted] 7-6-06

(Signature) (Date)

CPSC Hotline: 1-800-638-CPSC(2772) H CPSC's Web Site: http://www.cpsc.gov

1308

IDI 060628CWE5430 - Exhibit "E - Contact List

VICTIM

[redacted] – 42-year-old male
[redacted]
Delafield, WI 53018
[redacted]

CONTACT LIST

[redacted] – 44-year-old male owner of boat and driver
[redacted]
New Berlin, WI 53151
[redacted]

[redacted] – 45-year-old male spotter
[redacted]
New Berlin, WI 53151
[redacted]

[redacted] – Friend of victim
[redacted] Drive
Cottage Grove, WI 53527
[redacted]

Jeff Dautermann – Warden
Michael Sealander – Warden
Chris Spaight – Warden
Department of Natural Resources
223 E. Steinfest Road
Antigo, WI 54409
(715) 623-4190

Vilas County Sheriff's Department
330 Court Street
Eagle River, WI 54521
(715) 479-4441

Paul Tirpe, Coroner
Vilas County Coroner
29 forest Drive
Manitowish Waters, WI 54545
(715) 543-2232

25(a)

EPIDEMIOLOGIC INVESTIGATION REPORT

1. Task Number	2. Investigator's ID	3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY
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12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
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1310

DESCRIPTION OF RESPONDENTS:

This investigation was assigned based on a news article and was requested to be completed on shortened time. The investigative report was obtained from the Texas Parks & Wildlife Department. On June 19, 2006, the Justice of the Peace who declared the victim deceased was contacted for investigative and autopsy reports. On June 21, 2006, this investigator interviewed the game warden who prepared the accident report. On June 23, 2006, this investigator spoke with one of the witnesses (identified as the observer on the boat). On June 23, 2006, this investigator made several attempts to contact the boat operator and the victim's wife. On June 26, 2006, the attorney for the victim's wife returned the telephone call and provided an interview via telephone. The boat operator never returned this investigator's calls. On June 27, 2006, the responsible party with the United States Coast Guard was interviewed.

SUMMARY OF FINDINGS:

The 33-year-old victim and his 31-year-old wife live in Orange, Texas which is approximately two hours east of Houston, Texas. According to the accident investigation report, the victim and his wife recently purchased the kite tube and the boat that was pulling the water kite tube. The report also indicates that the operator of the boat on the day of the incident indicated that the victim had only used the kite tube on one other occasion, the day before the incident.

On Sunday, April 30, 2006, the victim, his wife, and three friends were boating in Sabine Lake near the Neches River. According to the accident investigation report, the victim and his party were near Stewts Island. The report indicates that the victim owned a 1998 fiberglass motorboat with a 260 horsepower engine. The boat operator was the victim's friend. Another friend of the victim, his girlfriend, and the victim's wife were sitting in the boat observing the victim on the kite tube.

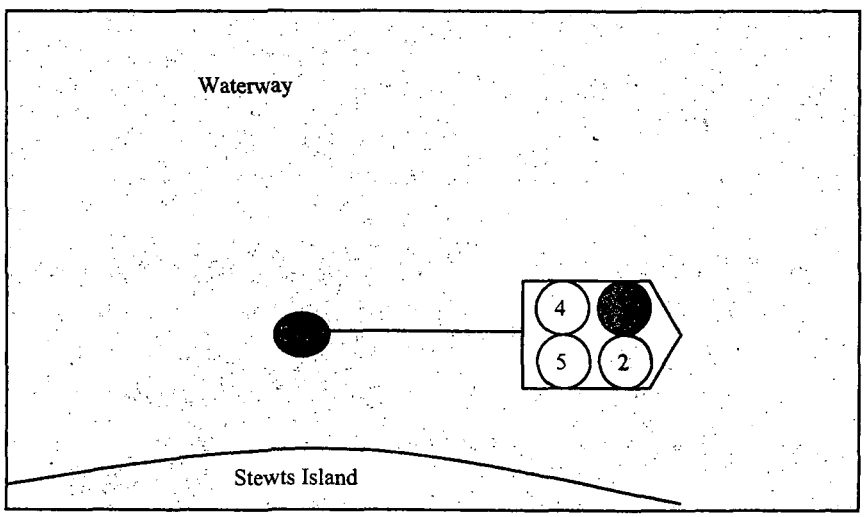


DIAGRAM #1: This diagram shows the boat and who was where in the boat at the time of the incident. #1 is the victim on the kite tube, #2 is the driver of the boat, #3 is the observer on the boat, #4 is the victim's wife, and #5 was a passenger/witness on the boat.

The operator of the boat told the game warden investigating the matter, that at approximately 3:25 p.m. on April 30, 2006, they were boating in Sabine Lake. The operator told the warden that they launched the boat at approximately 1:30 in the afternoon. The operator told the warden that at approximately 3:15 p.m., he was driving the boat and the victim was on the kite tube. The operator stated that he made one pass westbound in front of Stewts Island on the north end of Sabine Lake and turned around in the Neches River and headed eastbound to make another pass in front of the island. According to the operator, he was in the deep part of the channel on the north side of Stewts Island traveling near full throttle while pulling the victim. The operator estimated that he was going approximately 32 miles per hour (mph) and estimated that the throttle was at 90% of its full capacity.

According to the accident investigation report, the operator told the warden that he had reached the eastern most end of Stewts Island and he glanced back and saw that the victim was airborne on the kite tube and he turned back around to concentrate on driving the watercraft. Seconds later, the operator was informed by the second male friend (observer) on the boat that the victim had fallen off the tube and to turn around. When they turned the boat around, the victim was floating face down in the water.

The report indicates that another boat driven by the brother of the male observer on the victim's boat, witnessed the accident and stopped to render aid. The second boat was able to reach the victim first and pulled him into their boat. The people on the second boat did not observe any vital signs and began administering CPR. The boat then called 9-1-1 for medical assistance and sped off to Rainbow Marina to meet emergency service personnel.

The operator of the boat talked with personnel from the United States Coast Guard at the marina and proceeded to ride along with the victim and his wife to the hospital. The victim was pronounced dead by the local Justice of the Peace at St. Mary's Hospital.

The report further stated that the game wardens were patrolling Cow Bayou at approximately 3:45 p.m. when the victim's boat went speeding by with one white male and one white female in the boat. The game wardens pursued the boat at a top speed of 48 mph until they reached the boat ramp at Highway 87 in Bridge City, Texas.

At the boat ramp, the game wardens made contact with the male who was driving the boat back, but was actually the observer in the boat at the time of the incident. When the wardens made contact with the male, he was extremely excited and stated that there was an emergency and he had to leave for the hospital. The male told the wardens about the accident and who was operating the boat at the time of the incident. The male then left the boat running in the water and walked up the dock. The wardens thought he was retrieving a trailer to remove the boat from the water. The male never returned, so the wardens turned off the boat and left a business card for them to contact their office.

The game wardens contacted the Orange County Sheriff's Office, the Port Arthur Police Department, and the Jefferson County Sheriff's Office to inquire as to whether they were investigating the incident. All agencies responded in the negative. The dispatcher at the Orange County Sheriff's Office contacted the game warden and advised him to contact a Lieutenant at the United States Coast Guard (USCG) for more information.

When the game warden contacted the lieutenant at the USCG, he was informed that a USCG patrol boat met the victim's boat at the Rainbow Marina in Port Arthur where the victim had been taken to meet up with an ambulance. The patrol boat operators spoke with the witnesses and identified the operator of the boat. The patrol boat operators noted that there was alcohol in the boat, but that the operator of the victim's boat did not appear intoxicated. Because no law enforcement officers were on scene to administer a blood alcohol level, none was ever obtained.

On May 5, 2006, the day after the victim's funeral, the game warden contacted the operator of the boat for an interview. The operator gave an interview and signed a written statement. According to the interview, the operator stated that he had not drunk any alcohol on the day of the incident. The operator also stated that the boat belonged to the victim and he was operating the watercraft so the victim could ride the kite tube. The operator told the game warden that the kite tube was designed to lift off the water and become airborne. He verified to the warden that he glanced back and saw the victim airborne and then turned his attention back to driving the boat. The operator told the warden that the male observer in the boat then informed him that the victim fell and when the boat got near the victim, he was face down in the water. The operator stated that there was no contact with any other object with the victim except for the water.

On May 5, 2006, the game warden interviewed the male friend in the boat that was acting as the observer. This witness told the warden that the victim was riding a kite tube that was designed to catch air when certain speeds were reached. The observer told the warden that the victim had the kite tube approximately 15 to 20 feet in the air when the tube began a hard nose dive to the left. The observer stated that when the victim fell into the water he did not have contact with the tube. The observer told the warden that the victim skidded two times on the surface of the water before coming to a stop. The observer noticed that the victim was face down and appeared to be unconscious. According to his statement to the warden, the victim started waving down a nearby boat which was operated by his brother.

The game warden noted that the weather on the day of the incident was clear and the air temperature was 85 degrees Fahrenheit and the water temperature was 80 degrees Fahrenheit. The warden also noted that the winds were light between 0 and 6 mph and the water was choppy. The water depth at the location of the accident was estimated to be 40 foot.

The accident investigation report indicates that the victim was wearing a personal flotation device at the time of the incident. The warden observed that there were Coast

Guard approved flotation devices in the boat that were accessible, but that the passengers in the boat were not wearing them. The flotation device used by the victim was classified as a Coast Guard approved type III device. The remaining flotation devices in the boat were also type III devices.

The warden noted in the accident investigation report that the operator of the boat did not consume any alcohol or drugs the day of the incident. The victim was reported to have consumed three beers in a two hour period prior to the accident and no drugs.

The warden concluded his report to say that the cause was accidental in nature due to the inexperience of both the boat operator and the victim. Although the boat operator reported that he had over 100 hours of boating experience, this particular boat was new. The operator told the warden that the kite tube was brand new and they had only used it on one prior occasion which was the day before the accident.

The warden noted in the report because of the design of the kite tube, the person riding it controls the height of the tube by leaning forward or backward. The operator of the boat only controls the speed of the boat and thus the kite tube on the water. The warden noted that both parties were inexperienced with the kite tube and were unaware of its inherent dangers.

The game warden stated in his report that this particular piece of equipment is new to the market and therefore he is unsure exactly what a safe speed would be to operate it at. He understood from witnesses that a safe speed was approximately 25 mph and the boat operator was going approximately 32 mph; therefore, he did not think the boat operator was acting recklessly or with criminal negligence.

According to the game warden, he looked at the warning stickers on the kite tube and there was a warning sticker indicating that the tube could reach a height of 20 feet in half of a second.

The game warden noted in the accident investigation report that the autopsy on the victim was completed and that "the cause of death was a transection of the aorta, a deceleration injury caused from the impact of his body with the surface of the water. There was no water in the lungs so the victim died upon impact and did not drown, nor was his neck broken as early reports suggested."

On June 21, 2006, this investigator spoke with the game warden that investigated the matter. The warden stated that he did not directly witness the matter, but collected information for the investigation afterwards. The warden further stated that he viewed the kite tube and tow rope at the business of the deceased. When asked, the warden stated that he did not obtain any information on the tow rope, nor measurements. He stated that it appeared to be a standard ski rope.

The warden stated that when he called the witnesses, they were hesitant to talk with him because an attorney was already involved on behalf of the family. The warden stated

after the boat operator contacted the attorney and he spoke with the attorney, the operator would then talk with him regarding the investigation. The boat operator told the warden that the manufacturer contacted the victim's wife approximately two days after the incident.

The warden told this investigator that the boat operator and the deceased victim were business partners and that the boat and kite tube were at the business when he inspected them. The game warden stated that the kite tube was deflated when he looked at it and that there were numerous warning stickers all over the product. He said that one of the warning labels stated that the tube could obtain 20 feet in less than half a second.

The game warden told this investigator that the witnesses in this matter might not be willing to talk as the family has retained an attorney. The warden was finally able to talk with two of the witnesses, but did not contact the victim's wife as she was extremely distraught after the incident.

On June 23, 2006, this investigator was able to contact the "observer" on the boat and spoke to him regarding the incident. This person stated that the victim purchased the kite tube over the internet only a couple of days before they used it. He stated that the victim had the product sent overnight and received it either Friday or Saturday before the incident.

The observer stated that on the first day (Saturday, April 29) everyone used the kite tube, but that nobody was getting any "air" and that he found it very difficult to use. He stated that the victim even found it difficult to use and told the others he was going to watch the video that night before trying the kite tube the next day. The observer stated that the kite tube kept folding over and that it was wobbly. He stated that when inflated, it was over 10 foot in diameter.

Prior to using the kite tube the following day, the victim told the others that it was all about technique and that by watching the video he realized that it was more than just hanging on.

The observer told this investigator that the next day, the victim was the only person to use the kite tube and he was attempting the second pass when the accident occurred. The observer stated that the victim had the kite tube in the air and that it suddenly veered to the victim's left (the observer's right) and that the kite tube turned upside down right before it hit the water. He stated that the victim let go of the kite tube immediately before it hit the water and was face down when the boat got back to him.

When this investigator asked about the boat that was being used, the observer stated that the victim owned it less than a month. He further stated that the victim sold his old boat the Friday before Easter to the observer's brother.

When asked about the tow rope that was used, the observer stated he believed it was about 60 foot long and that it was the rope that came with the kite tube. He stated that

there were three colors to the rope and that each section was approximately 20 feet long. He stated that at the time of the incident, all three colors were attached and that is why he estimates the length at 60 feet. He did not know the brand of the tow rope and only understood it to be the one that came with the kite tube.

This investigator asked about his relationship with the victim, and the observer stated that he has known the victim for a long time and that he is the same age as his sister and the victim lived with his family for some time while he (the observer) was growing up. He stated that he ultimately went to work for the victim at his maintenance shop, however, after the victim's death; the shop was unable to stay open and has since closed.

This investigator asked about the location of the product and the observer stated that they went and picked it up from the Coast Guard and it was stored at the victim's shop, however, everything has been cleaned out and he is unsure where the product is.

On June 23, 2006, this investigator left messages for both the driver of the boat and the victim's wife to return a telephone call.

On June 26, 2006, the attorney for the victim's wife returned the telephone call. At this time, the victim's wife is still very distraught over the incident; therefore, the attorney of record was interviewed in this matter. The attorney stated that the victim purchased the item online from skilimited.com. The attorney believed that the victim purchased the item for about $499.

According to the attorney, the victim is a water enthusiast and he has grown up on the water and has always done lots of water sports activities. The attorney knows the victim well and considers his family good friends. According to the attorney, the victim is very physically fit and has no physical limitations. The attorney did not know the victim's weight, but stated that he was well over six foot tall. Additionally, the attorney stated that the victim owned a construction business and since the death of the victim, the family has begun to shut the business down as no one else is capable of running the business.

When asked about the tow rope that was used, the attorney stated that the tow rope came with the kite tube. He verified the observer's statement that the rope came in different lengths and further said that the rider would put the length based on how high he wanted the kite tube to go.

The attorney said that the victim and his friends first tried the kite tube on that Saturday after watching the video. The attorney stated that he was told that everyone had difficulty on the kite tube and the victim watched the video again after that day.

According to the attorney and verified by this investigator, on April 28, 2006, the kite tube by this manufacturer was named the 2006 sports product of the year by the Sporting Goods Manufactures Association. This was broadcast on Fox news under "Fox and Friends." According to the attorney this is where the victim first saw the product and he

ordered it online that day and received it the next day on April 29, 2006, which is when he first used the product.

The attorney is very concerned about the product being advertised as the sports product of the year since it appears the product is very unstable. The attorney stated that there are too many variables and that the rider has no control. He stated that something as a slight gust of wind can throw the rider off and slam the kite tube with the rider back into the water. The attorney stated that the kite tube is unreasonably dangerous even if it is used as intended by the manufacturer.

The attorney stated that the victim's family has filed suit against the manufacturer and the seller. According to the attorney, neither party has yet to respond to the lawsuit.

The attorney told this investigator that the kite tube is a brand new product out on the market and that he believes it only became available about February or March of this year. He also stated that he understood that the National Park Service at Lake Powell has banned the use of these kite tubes because they are so dangerous. On June 26, 2006, the CPSC investigator in San Francisco provided this investigator the document filed on June 15, 2006, in which a law enforcement specialist with Glen Canyon National Park in Utah/Arizona submitted a request to prohibit kite tubing in that area (See Attachment #6).

On June 26, 2006, this investigator researched the on-line company where the victim purchased the kite tube. The kite tube is listed as no longer available. This investigator called the on-line company and inquired about availability of the kite tube. The customer service representative stated that these specific kite tubes are no longer available. He said that they sold what they had and the manufacturer stated there were no more available at this time.

On June 27, 2006, this investigator spoke with a lieutenant from the United States Coast Guard. This lieutenant stated that they were not the first responders and that they arrived after the victim was in the ambulance being transported to the hospital. He said they contacted the Texas Parks and Wildlife Department to determine if they were going to take jurisdiction. The lieutenant stated that a U.S. Coast Guard boat spotted the kite tube floating in the water after the accident and retrieved it and the following day, the victim's friends picked it up. The lieutenant stated that they did not generate an official report in this matter.

On June 27, 2006, the attorney for the victim's family e-mailed this investigator the Plaintiff's Original Petition (See Attachment #7) that indicates the family and estate is suing the kite tube manufacturer, the on-line company that sold the kite tube, and the boat operator. Given the boat operator's status as a defendant in this matter, this investigator ceased her attempts at contacting him since he was not returning previous telephone calls.

On June 28, 2006, the game warden faxed over the autopsy report on the victim which indicates that the cause of death was transection of aorta with left hemothorax (See Attachment #8). The autopsy report stated that there was 1,200 milliliters of free and

clotted blood within the left chest cavity. The report also indicates that there were no fractures of the cervical spine. The autopsy stated that the victim was 71 ½ inches tall and weighed 225 pounds. The pathological findings on the victim were:

1. Transection of aorta.
2. Left hemothorax (1,200 milliliters of blood).
3. Mild to moderate atherosclerotic coronary artery disease.

The medical examiner also placed a comment at the end of the report which stated:

> "The decedent was being towed behind a boat on a kite tube. According to witnesses, the kite tube flew 15 feet into the air with the decedent and then impacted the water. The impact caused a transection of the aorta due to sudden deceleration of the body."

Additionally, on June 28, 2006, the Justice of the Peace for Jefferson County faxed an autopsy report and included a toxicology report which indicated the victim's blood alcohol level was .04% (See Attachment #9).

PRODUCT DESCRIPTION:

1. **Product Type:** Kite Tube
   Brand: Wega Kite Tube
   Model Number: 53-500
   Manufacturer: Sportstuff Incorporated
   Retailer: Ski Limited
   One Ski Limited Way
   P.O. Box 1000
   Bethel, NC 27812
   Purchase Price: $499

2. **Product Type:** Boat
   Brand: Sea Ray
   Serial Number: SERA4458G798
   Year of Boat: 1998
   Retailer: Unknown
   Purchase Price Unknown

The first product is the Wego Kite Tube is yellow, black, red, and white in color and is 10 foot in diameter. The CPSC investigator in San Francisco was able to locate and obtain exemplar pictures of the Wego Kite Tube (See Photos 1 through 13).

PHOTO #1: This photo shows the outside of the exemplar box from the front.

PHOTO #2: This photo identifies the manufacturer of the kite tube and that it was made in China.

The manufacturer's web site provides the following details on the kite tube:

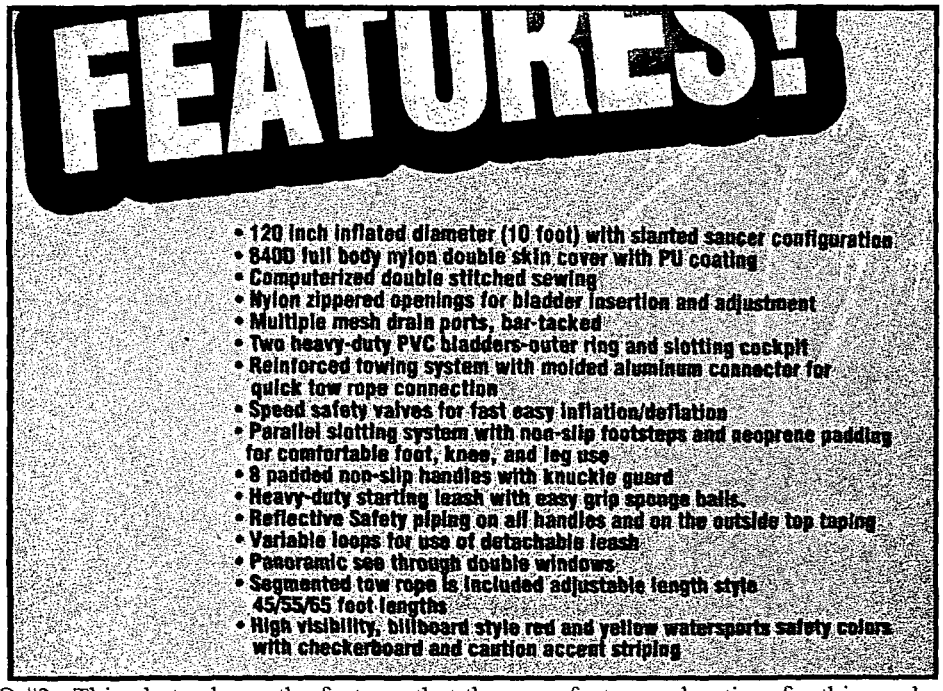


PHOTO #3: This photo shows the features that the manufacturer advertises for this product.

- "120 inch inflated diameter (10 foot) with slanted saucer configuration
- 840D full body nylon double skin cover with PU coating
- Computerized double stitched sewing
- Nylon zippered openings for bladder insertion and adjustment
- Multiple mesh drain ports, bar-tacked
- Two heavy-duty PVC bladders-outer ring and slotting cockpit
- Reinforced towing system with molded aluminum connector for easy quick connection
- Speed safety valves for fast easy inflation and deflation
- Parallel slotting system with non-slip footsteps and neoprene padding for comfortable foot, knee, and leg use
- 8 padded, non-slip handles with knuckle guard
- Heavy-duty starting leash with easy grip sponge balls
- Reflective Safety piping on all handles and on the outside top taping
- Variable loops for detachable leash use
- Panoramic see through double windows
- Adjustable length style 45-55-65 foot segmented tow rope included
- High visibility, billboard style, red and yellow watersports safety colors with checkerboard and caution accent striping
- <u>Instructional DVD</u>, tow rope, and starting leash included."

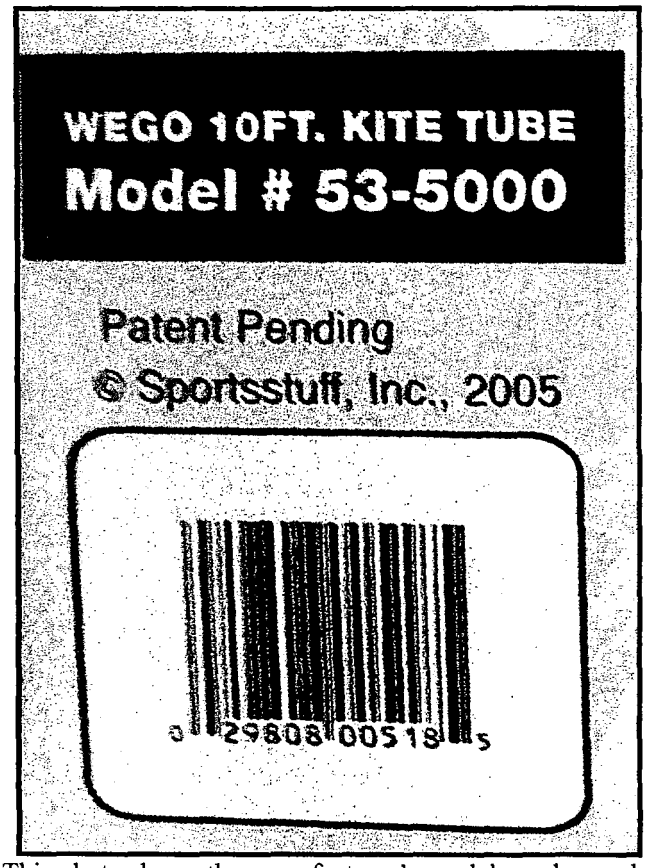


PHOTO #4: This photo shows the manufacturer's model number and the UPC code.

PHOTO #5: This photo shows the top view of the product packaging.

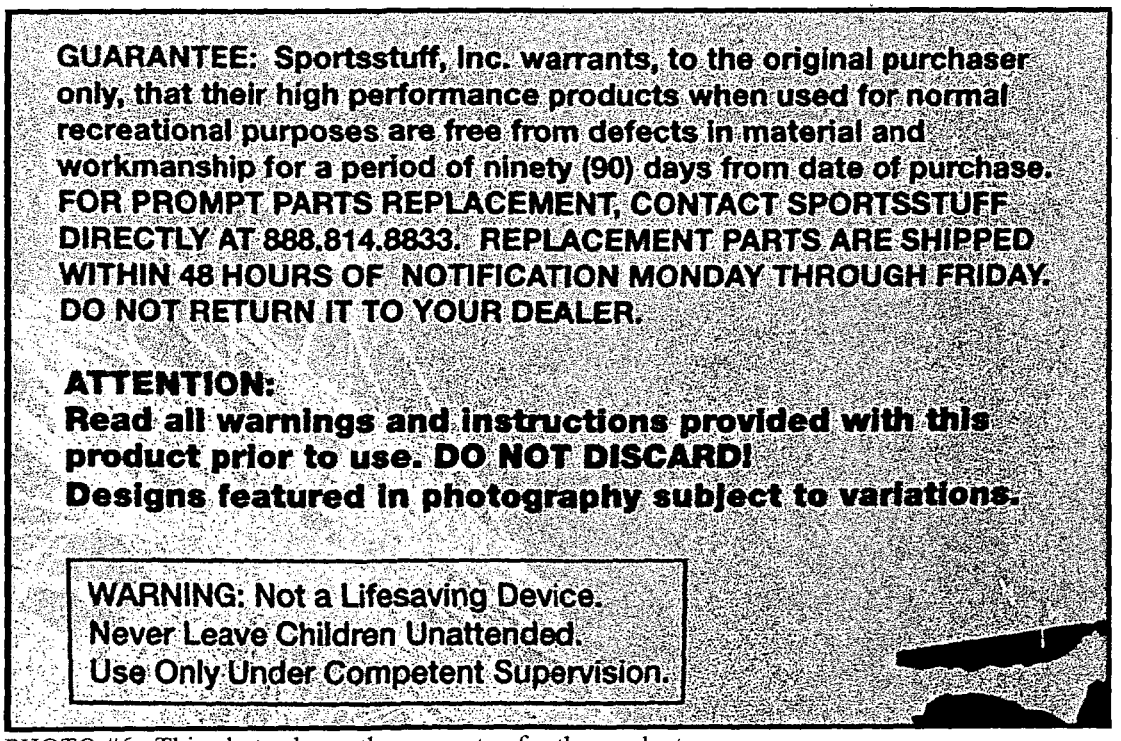
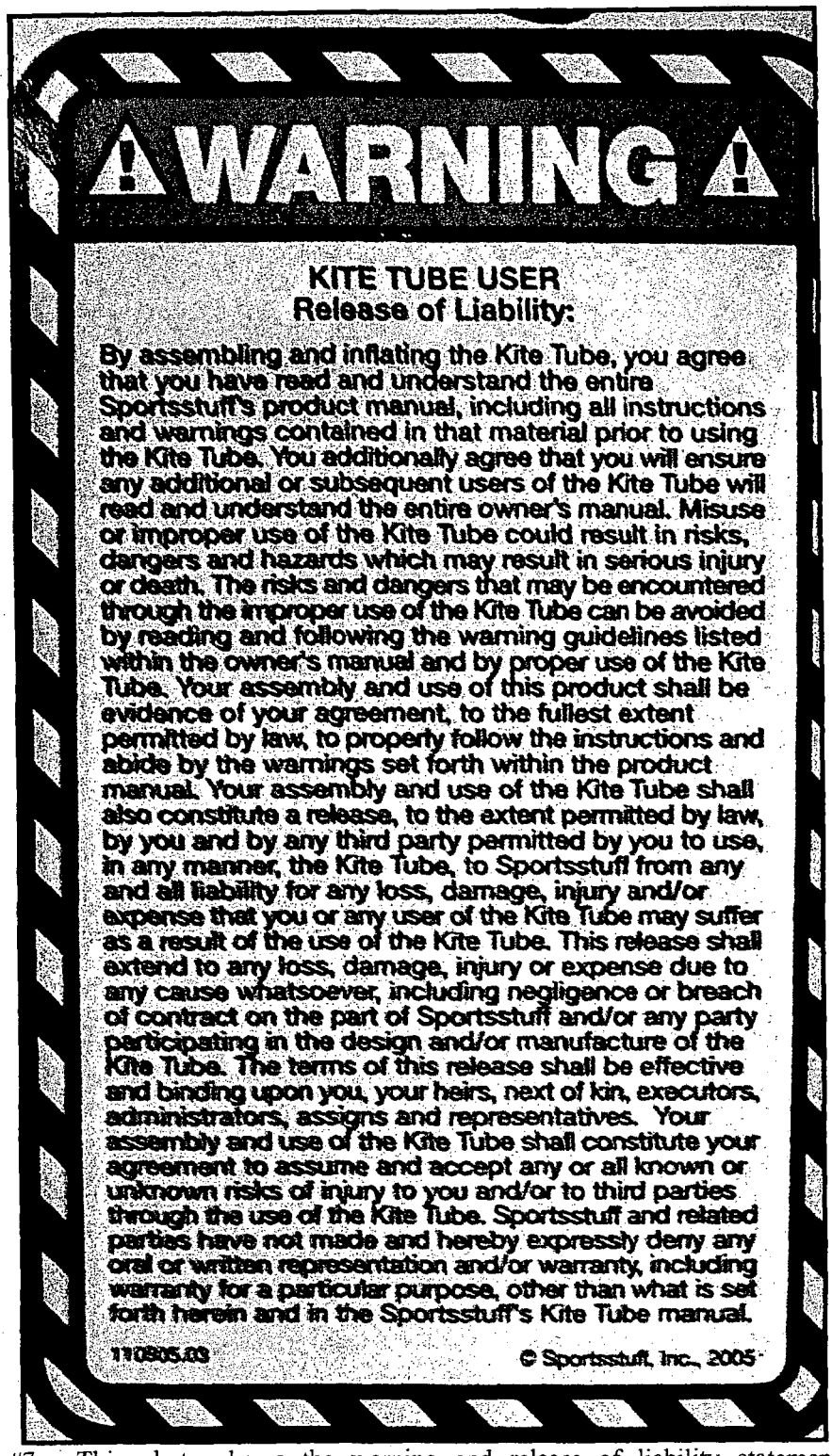


PHOTO #6: This photo shows the guarantee for the product.



WARNING

KITE TUBE USER
Release of Liability:

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

110805.03

© Sportsstuff, Inc., 2005

PHOTO #7: This photo shows the warning and release of liability statement that the manufacturer placed on the packaging.

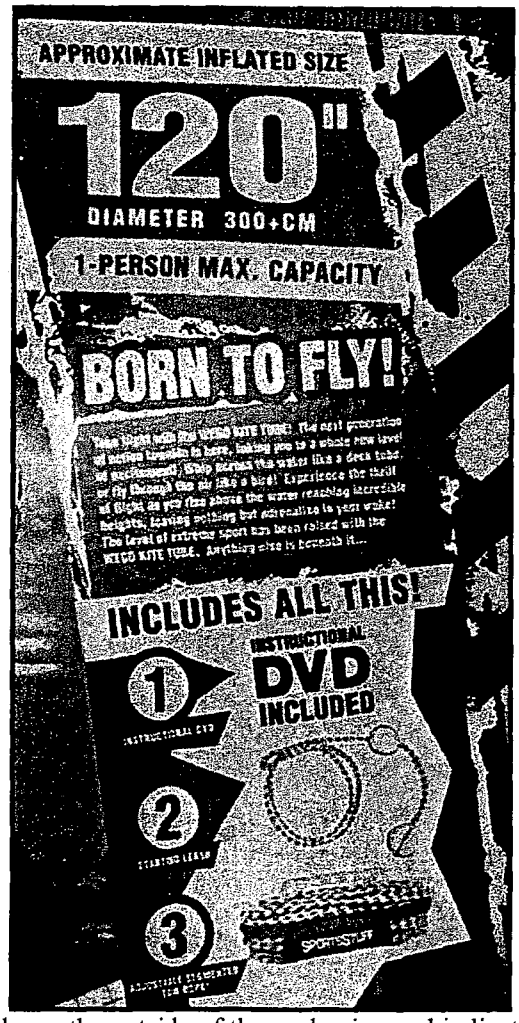


PHOTO #9: This photo shows the outside of the packaging and indicates that a DVD is included along with a tow rope.

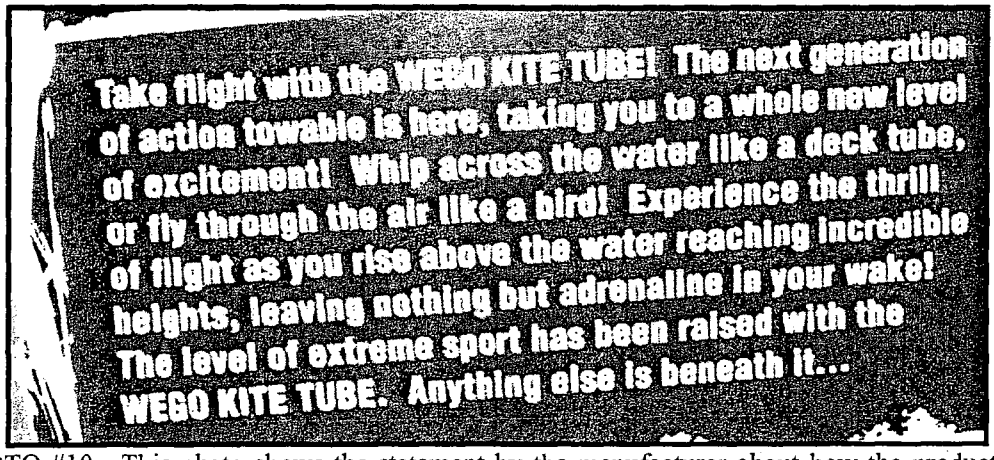


PHOTO #10: This photo shows the statement by the manufacturer about how the product can reach incredible heights.

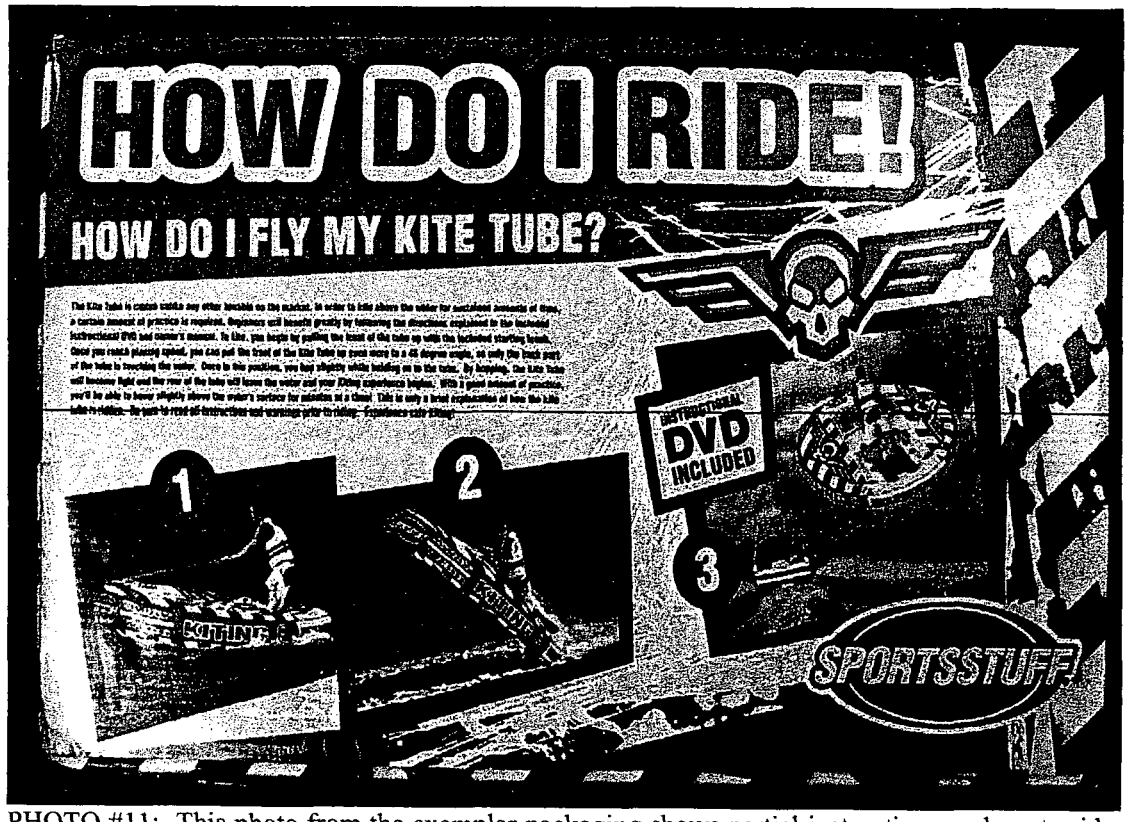


PHOTO #11: This photo from the exemplar packaging shows partial instructions on how to ride the kite tube and that there is an instructional DVD along with the product.

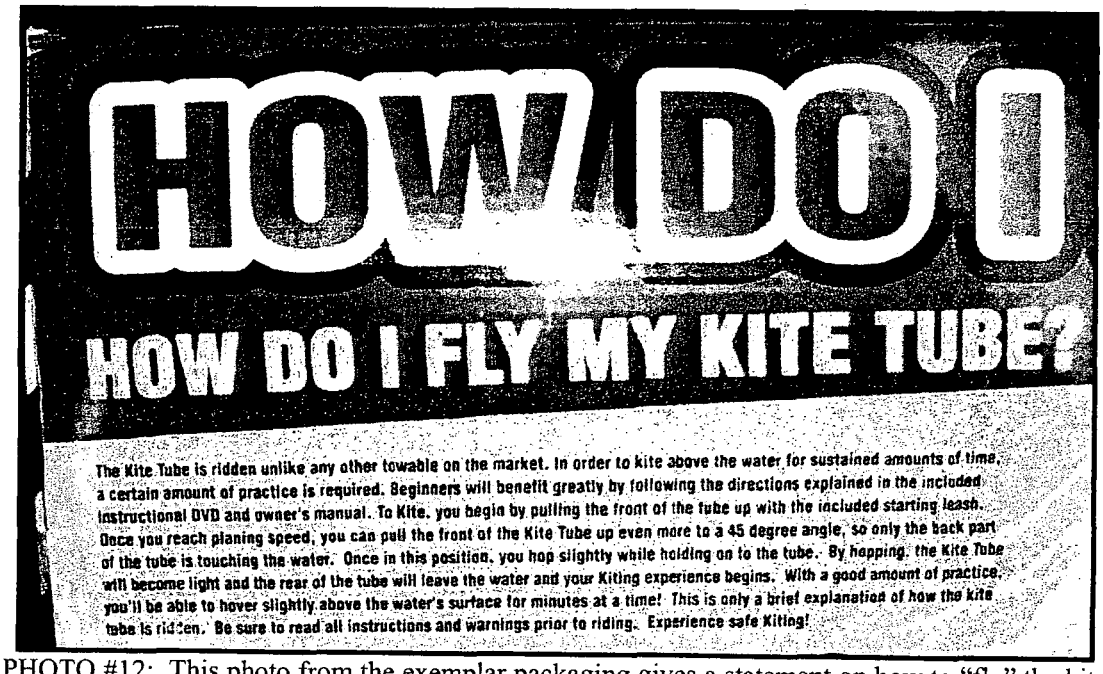


PHOTO #12: This photo from the exemplar packaging gives a statement on how to "fly" the kite tube.

PHOTO #13: This photo shows more of the exemplar packaging for the kite tube.

The second product is a 1998 Sea Ray motorboat. The boat is 20'10" long and made of fiberglass. The hull is white and the serial number for the boat is SERA4458G798. There was a 260 hp engine on the boat.

One of the witnesses told this investigator that the victim only recently purchased the boat approximately one month before the incident.

SAMPLE COLLECTION:

None.

ATTACHMENTS:

1. Identity of Respondents
2. Authorization of Name Use
3. Texas Parks & Wildlife Accident Investigation Report
4. Sportsstuff Wego Kite Tube Owner's Manual

5. Sportstuff Towable Owner's Manual
6. Glen Canyon National Park Restriction Proposal
7. Plaintiff's Original Petition
8. Autopsy Report
9. Toxicology Report

IDENTITY OF RESPONDENTS:

1. Brian Mazzola on behalf of [redacted]
   Attorney Representing the Victim's Family
   490 Park Street #210
   Beaumont, Texas 77704
   (409) 832-1957

2. Ryan Hall
   Game Warden
   Texas Parks & Wildlife Department
   5550 K Eastex Freeway
   Beaumont, Texas 77708
   (409) 892-8666

3. Brad (LNU)
   Customer Service Representative
   Ski Limited
   One Ski Limited Way
   P.O. Box 1000
   Bethel, NC 27812
   (252) 321-7925

4. The Honorable Tom Gilliam
   Justice of the Peace
   Jefferson County
   525 Lakeshore Drive
   Port Arthur, Texas 77640

5. [redacted]
   Witness (Observer) on Boat
   [redacted]
   Orange, Texas 77611
   [redacted]

6. [redacted]
   Boat Operator
   [redacted]
   Orange, Texas 77630

7. Lt. Steven Stowers
   United States Coast Guard
   2901 Turtle Creek Drive
   Port Arthur, Texas 77462
   (409) 719-5060

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

U. S. CONSUMER PRODUCT SAFETY COMMISSION

AUTHORIZATION FOR RELEASE OF NAME

Thank you for assisting us in collecting information on a potential product safety problem. The U. S. Consumer Product Safety Commission depends on concerned people to share product safety information with us. We maintain a record of this information, and use it to assist us in identifying and resolving product safety problems.

We routinely forward this information to manufacturers and distributors to inform them of the involvement of their product in an incident situation. We also give the information to others requesting information about specific products or hazards. Manufacturers may need the individual's name so that they can obtain additional information on the product or incident situation.

Would you please indicate on the bottom of this page whether you will allow us to disclose your name. If you request that your name remain confidential, we will of course, honor that request. After you have indicated your preference, please sign your name and date the document on the lines provided.

o **YES** [redacted]

(Signature) (Date)

Per the attorney for the family of the victim, release of name is not authorized.

060612HCC3582
Attachment #3
Page 1 of 9

TEXAS PARKS & WILDLIFE DEPARTMENT
ACCIDENT INVESTIGATION REPORT

PAGE 1 of 8

☒ WATERCRAFT ACCIDENT
☐ DROWNING INVESTIGATION

REPORT NUMBER

INVESTIGATING OFFICER	ACCIDENT DATE	DAY OF WEEK	TIME OF ACC.	DATE/TIME NOTIFIED	TIME ARRIVED	SOURCE OF CALL
Ryan L. Hall	04/30/2006	Sunday	3:15 pm	4/30/06 9:00pm	N/A	Sheriff's Dept.

TYPE OF ACCIDENT	# INJURED	# MISSING	# FATAL	# VESSELS	PROP. DAMAGE
Water Skiing	0	0	1	1	☒ NO ☐ YES

BODY OF WATER	COUNTY	NEAREST TOWN	APPROX. WIDTH OF WATERWAY	DIST. FROM SHORE (SPECIFY SHORE)
Sabine Lake	Orange	Bridge City	1200 ft.	600 ft.

[redacted]

☒ VESSEL OPER. (V1)
☐ DROWNED VICT. (DR1)

[redacted]	MI	RACE	SEX	DATE OF BIRTH	SOC. SEC. NO.
	T	White	M	08/28/78	

ADDRESS	CITY	STATE	ZIP CODE	TELEPHONE	RENTAL VESSEL	NO. PER. ON BOARD
[redacted]		TX	77630	[redacted]	☒ NO ☐ YES	5

[redacted] Tx., 77630

VESSEL REG. OR DOC. NO.: TX 9541 JC

VESSEL MANUFACTER	YEAR	VESSEL TYPE	LENGTH	HULL MATERIALS	HULL COLOR(S)	HIN
Sea Ray	98	Motorboat	20'10"	Fiberglass	White	SERA4458G798

ENGINE MAKE	ENGINE HP	ENGINE TYPE	ENGINE YEAR
N/A	260	I/O	N/A

OPER. EST. SPEED OF VESSEL	EST. THROTTLE POSITION	OPER. POSITION
32 MPH	90 % OF FULL	3

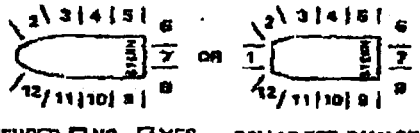
OPERATION OF VESSEL AT TIME OF ACCIDENT

☒ CRUISING (ON PLANE) ☐ PLOWING (BOW ELEVATED)
☐ IDLE SPEED ☐ AT ANCHOR
☐ DRIFTING ☐ DOCKING MANEUVER
☒ WATER SKING ☐ OTHER:

TIME ON WATER PRECEDING ACCIDENT: approximately 1.5 hours

CIRCLE ALL DAMAGED AREAS (CHOOSE CORRECT VESSEL CONFIGURATION)

INITIAL IMPACT AREA # N/A



13-BELOW WATERLINE
14-LOWER UNIT/PROP.
15-WINDSHIELD
16-BURNED
17-SUNK
18-INJ./NO DAMAGE

INSURED ☐ NO ☐ YES DOLLAR EST. DAMAGE TO VESSEL $0.00

DESCRIBE DAMAGE N/A

[redacted]

☐ VESSEL OPER. (V2)
☒ DROWNED VICT. (DR2)

[redacted]	RACE	SEX	DATE OF BIRTH	SOC. SEC. NO.
	White	M	10/09/72	

ADDRESS	CITY	STATE	ZIP CODE	RENTAL VESSEL	NO. PER. ON BOARD
[redacted]	Orange	Tx	77630	☐ NO ☐ YES	

VESSEL OWNER NAME/ADDRESS

VESSEL REG. OR DOC. NO.

VESSEL MANUFACTER	YEAR	VESSEL TYPE	LENGTH	HULL MATERIALS	HULL COLOR(S)	HIN

ENGINE MAKE	ENGINE HP	ENGINE TYPE	ENGINE YEAR

OPER. EST. SPEED OF VESSEL	EST. THROTTLE POSITION	OPER. POSITION
MPH	% OF FULL	

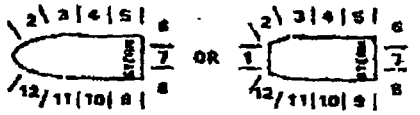
OPERATION OF VESSEL AT TIME OF ACCIDENT

☐ CRUISING (ON PLANE) ☐ PLOWING (BOW ELEVATED)
☐ IDLE SPEED ☐ AT ANCHOR
☐ DRIFTING ☐ DOCKING MANEUVER
☐ WATER SKING ☐ OTHER:

TIME ON WATER PRECEDING ACCIDENT

CIRCLE ALL DAMAGED AREAS (CHOOSE CORRECT VESSEL CONFIGURATION)

INITIAL IMPACT AREA # _____



13-BELOW WATERLINE
14-LOWER UNIT/PROP.
15-WINDSHIELD
16-BURNED
17-SUNK
18-INJ./NO DAMAGE

INSURED ☐ NO ☐ YES DOLLAR EST. DAMAGE TO VESSEL _____

DESCRIBE DAMAGE

[redacted]

V1	V2	THIS VESSEL	V1	V2	TOTAL BOATING EXPERIENCE	V1	V2		V1	V2	
☒	☐	UNDER 20 HRS.	☐	☐	UNDER 20 HOURS	☒	☐	NONE	☐	☐	TEXAS BOATER ED.
☐	☐	20 TO 100 HOURS	☐	☐	20 TO 100 HOURS	☐	☐	USCG AUX.	☐	☐	UNKNOWN
☐	☐	OVER 100 HOURS	☒	☐	OVER 100 HOURS				☐	☐	OTHER
☐	☐	UNKNOWN	☐	☐							

INVESTIGATING OFFICER SIGNATURE

REVIEWED AND APPROVED

OF L2000-047 (06/04)

188

1330

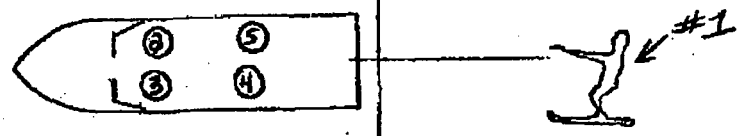
ACCIDENT INVESTIGATION REPORT (CONTINUED)

REPORT NUMBER	PAGE
	2 of 8

CODES FOR INVOLVEMENT
O – OPERATOR
P – PASSENGER
W – WITNESS
SK – WATERSKIER
SW – SWIMMER
SC – SCUBA DIVER
DR – DROWNED VICTIM

CODES FOR INJURY
1 – NON-APPARENT
2 – MINOR
3 – MODERATE
4 – SERIOUS
5 – FATAL
6 - MISSING

VESSEL NO. 1 | USE INDIVIDUAL NUMBER FOR PLACEMENT | VESSEL NO. 2



OPTIONAL: USE DOTTED LINES WITH ARROWS TO INDICATE MOVEMENT OF PASSENGERS

POST ACC. RELATION TO VESSEL
1 – REMAINS ABOARD
2 – EJECTED OVERBOARD
3 – LEAVES VESSEL VOLUNTARILY
4 – TRAPPED IN OVERTURNED VESSEL

060612HCC3582
Attachment #3
Page 2 of 9

INDIVIDUALS INVOLVED

IND #	INVLV.	VES. #	INJ.	NAME / ADDRESS / TELEPHONE	D.O.B.	PFD CODE NO. & LTR.	POST ACC.
# 1	SK	1	5	[redacted] Orange Tx [redacted]	10/09/72	2 C	2
# 2	O	1	1	[redacted] range Tx [redacted]	08/28/78	3 C	1
# 3	P	1	1	[redacted] ange Tx [redacted]	01/04/79	3 C	1
# 4	P	1	1	[redacted] Orange Tx [redacted]	07/23/74	3 C	1
# 5	P	1	1	[redacted] ridge City [redacted]	12/15/80	3C	1
# 6							
# 7							
# 8							
# 9							
# 10							

TYPE OF FLOTATION DEVICE

0 – UNKNOWN
1 – INADEQUATE NUMBER OF PFD's ON BOARD
2 – APPROVED, ACCESSIBLE, USED
3 – APPROVED, ACCESSIBLE, NOT USED
4 – APPROVED, NOT ACCESSIBLE, NOT USED
5 – NOT APPROVED, ACCESSIBLE, USED
6 – NOT APPROVED, ACCESSIBLE, NOT USED
7 – NOT APPROVED, NOT ACCESSIBLE, NOT USED
8 – NO PFD's ON BOARD, NONE USED/AVAILABLE
9 - OTHER

A – TYPE I
B – TYPE II
C – TYPE III
D – TYPE IV
E – TYPE V
F – SKI BELT
G – INFLATABLE
H – OTHER
I – NONE
J - UNKNOWN

AMBULANCE COMPANY
Unknown

HOSPITAL OR CLINIC
St. Mary's Hospital, Port Arthur, Texas

CODES FOR BELOW
1 – TREATED AND RELEASED
2 – ADMITTED
3 – TRANSFERRED TO OTHER HOSPITAL
4 – REFUSED TREATMENT

IND. #	DESCRIPTION OF INJURY	CODE
# 1	Deceased	
#		
#		
#		
#		

INVESTIGATING OFFICER SIGNATURE

REVIEWED AND APPROVED

OF L2000-047 (05/04)

1331

060612HCC3582
Attachment #3
Page 3 of 9

ACCIDENT INVESTIGATION REPORT (CONTINUED)

REPORT NUMBER:
PAGE 3 of 8

WEATHER	AIR TEMP	WIND	OTHER CONDITIONS	VISIBILITY	BOATING TRAFFIC	WATER CONDITIONS
☒ CLEAR ☐ CLOUDY ☐ FOG ☐ RAIN ☐ SNOW ☐ HAZY	85 °F WATER TEMP 80 °F WATER DEPTH 40 FT	DIRECTION: South ☐ NONE ☒ LIGHT (0-6 MPH) ☐ MODERATE (7-14 MPH) ☐ STRONG (15-25 MPH) ☐ STORM (OVER 25 MPH)	☒ DAYTIME ☐ NIGHT ☐ DUSK ☐ DAWN	DAY NIGHT ☒ GOOD ☐ ☐ FAIR ☐ ☐ POOR ☐	☒ LIGHT ☐ MEDIUM ☐ HEAVY	☒ CALM (WAVES LESS THAN 6") ☐ CHOPPY (WAVES 6" – 2') ☐ ROUGH (WAVES 2' – 6') ☐ VERY ROUGH (WAVES GREATER THAN 6') ☐ CURRENT ☐ STRONG CURRENT

IND #	LEGAL ID BY	FUNERAL HOME
1 [redacted]	Spouse [redacted] TION	Claybar

PRONOUNCED BY / TITLE	AUTOPSY?	BLOOD SAMPLE?	PERSON(S) RECOVERING BODY
Gillam JP8	☐ NO ☒ YES IF YES, BY: Jefferson Co.	☐ NO ☒ YES IF YES, SUBMITTED BY: Morgue	Family Members

CAUSE OF DEATH	SWIMMING ABILITY	DATE / TIME OF RECOVERY	METHOD OF RECOVERY
☐ DISAPPEARANCE ☐ OTHER (SPECIFY) ☒ ACCIDENTAL TRAUMA ☐ DROWNING	☒ STRONG ☐ NON-SWIMMER ☐ MEDIUM ☐ UNKNOWN ☐ WEAK ☐ N/A	4/30/06 3:20pm	by hand

POSITION OF BODY WHEN FOUND	WATER DEPTH & BOTTOM COND.
Floating	variable 5-35'

DESCRIBE FATAL INJURY / TRAUMA	FROTH CONE	LIVIDITY VISIBLE
heart injury	☒ NO ☐ YES	☒ NO ☐ YES

OTHER MARKS OR WOUNDS ON BODY	POSITION OF ARMS / HANDS	ANY RECENT PHYSICAL / MENTAL PROBLEMS
N/A	N/A	☒ NO ☐ YES

PROPERTY OWNER NAME / ADDRESS
N/A

DESCRIBE PROPERTY DAMAGED / LOST AND DOLLAR VALUE
N/A

ANY ALCOHOLIC BEVERAGE WITHIN 6 HRS. OF ACC.?			ANY NARCOTICS OR MED. PRECEDING ACC.?			CHEMICAL OR BREATH TEST?		TYPE TEST, RESULTS
V1/DR1	V2/DR2	IF YES, AMT./TYPE/TIME INVOLVED	V1/DR1	V2/DR2	IF YES, DESCRIBE	V1/DR1	V2/DR2	
☒	☐ NO		☒	☒ NO		☒	☐ NOT REQUESTED	
☐	☒ YES	V1/DR1	☐	☐ YES	V1/DR1	☐	☐ REFUSED	V1/DR1
☐	☐ UNK.	V2/DR2 3 beer,2hr	☐	☐ UNK.	V2/DR2	☐	☐ SUBMITTED	V2/DR2

OPERATOR/VICTIM			OPERATOR/VICTIM (CONT'D)			VESSEL/EQUIPMENT (CONT'D)		
V1/DR1	V2/DR2		V1/DR1	V2/DR2		V1/DR1	V2/DR2	
☐	☐	EXCESSIVE SPEED	☐	☐	OTHER OPERATOR ERROR/FAULT	☐	☐	OVERLOADED (LIST CAP. RATING & ACTUAL LOAD IN NARRATIVE
☐	☐	EXHAUSTION	☐	☐	SWIMMING ABILITY (Weak/None)	☐	☐	TYPE OF VESSEL
☐	☐	FAILED TO KEEP PROPER LOOKOUT						
☐	☐	FAILED TO TAKE EVASIVE ACTION						
☐	☐	FATIGUE						
☐	☐	HEALTH/MEDICAL PROBLEM						
SPECIFY								
☐	☐	IMPAIRED (ALC./DRUGS)						
SPECIFY								
☐	☒	INEXPERIENCE						
☐	☐	INATTENTION						
☐	☐	OPERATING TOO CLOSE TO						
SPECIFY								
☐	☐	OTHER CAUSE NOT LISTED						
SPECIFY								

VESSEL / EQUIPMENT			ENVIRONMENT		
V1/DR1	V2/DR2		V1/DR1	V2/DR2	
☐	☐	EQUIP. FAILURE (PFD, Bilge Pump, etc.)	☐	☐	HAZARD IN WATER
SPECIFY			SPECIFY		
☐	☐	MECH. FAILURE (Elec./Fuel, etc.)	☐	☐	RESTRICTED VISIBILITY (Fog, Rain, etc.)
SPECIFY			SPECIFY		
☐	☐	HULL FAILURE	☐	☐	WATER CONDITIONS (Rough Chop, Current, etc.)
☐	☐	IMPROPERLY LOADED	SPECIFY		
☐	☐	NAVIG. LIGHTS (None/Partial)	☒	☐	WEATHER CONDITIONS
SPECIFY			SPECIFY		moderate wind gusts
☐	☐	OBSTRUCTED VISIBILTY IN VESSEL			

V1	V2		V1	V2
☒	☐	NO ACTION TAKEN		
☐	☐	CITATION ISSUED, CHARGE/COURT DATE/CITY		
☐	☐	REFERRED TO PROSECUTOR FOR CHARGES		

INVESTIGATING OFFICER SIGNATURE	REVIEWED AND APPROVED
[signature]	

DF L2000-047 (05/04)

1332

ACCIDENT INVESTIGATION REPORT (CONTINUED)

REPORT NUMBER	PAGE
	4 of 8

On April 30, 2006 I, State Game Warden Ryan L. Hall and Michael Keeney were patrolling Cow Bayou for water safety violations. We observed a white Sea Ray inboard displaying the registration numbers TX 9541 JC occupied by one white male and one white female speed past our patrol boat while the flashing blue lights were activated. We pursued the boat at a top speed of approximately 48 mph until we reached the boat ramp at Hwy 87 in Bridge City, Texas at approximately 3:45 pm.

When we made contact with the white male identified himself as [redacted] He appeared extremely excited and stated that he had an emergency and had to leave right away. I asked him to explain and he indicated that he and some friends were pulling [redacted] a tube by Stewts Island and he fell off and was unconscious and unresponsive. I asked if he had been operating the boat at the time of the accident. He indicated that a person named [redacted] had been operating the boat at that time. He said that authorities had met them at Rainbow Marina in Port Arthur and that [redacted] had ridden on the ambulance with the victim. Hunt then left the boat running and walked up to where his vehicle was parked and we thought he was going to back down and load the boat onto the trailer. Instead he left the boat in the water and went to the hospital. I turned off the motor and left my business card for them to call me with more information.

I made several phone calls to ensure that someone was investigating the accident and share the information I had with them. Nobody I made contact with such as Port Arthur P.D, Orange County S.O., and Jefferson County S.O. had any information about the accident or which hospital the victim and operator went to. I left word with the dispatcher at Orange County S.O. to call me if she heard anything else. She called later that evening with information from the U.S. Coast Guard and asked me to call a Lieutenant Stowers for more information.

Lieutenant Stowers advised that one of his patrol boats arrived at the Rainbow Marina where the victim had been taken to meet with an ambulance shortly after the boat carying the victim arrived. He stated that his men spoke with witnesses on the scene and identified the operator of the vessel as [redacted] and the victim as [redacted] He had a phone number for [redacted] He stated that his men did not indicate that Luna appeared intoxicated, but that they did observe alcohol in the boat. He stated that [redacted] left with the ambulance and the victim to the hospital. I asked if anyone from law enforcement had been on-scene to order a mandatory blood specimen be taken from [redacted] and he indicated that there was not. A blood specimen to test for alcohol was not taken from [redacted]

On May 5, 2006, the day after the funeral services for [redacted] I contacted [redacted] for an interview. He agreed to the interview and gave a written statement of the events that transpired at the time of the accident. He stated that he had not been drinking any alcohol on the day of the accident. He stated that they had launched the boat at approximately 1:30 pm after attending church services. He stated that at approximately 3:15 pm he was operating James [redacted] boat that he had just recently purchased. He was pulling [redacted] in a brand new Wego Kite-Tube that they had used on one occasion the day before. He stated that he had made one pass westbound in front of Stewts Island on the north end of Sabine Lake and turned around in the Neches River and headed eastbound to make another pass in front of the island. He stated that he was in the deep part of the channel on the north side of Stewts Island traveling near full throttle which was approximately 32 mph while pulling [redacted] He stated that when he reached the easternmost end of Stewts Island he glanced back and saw that [redacted] was airborne on the Kite-Tube. He stated that seconds later his observer and passenge[redacted] advised him to turn around that [redacted] had fallen off the Kite-Tube. He stated that [redacted] as floating face-down in the water unconscious. He advised that another boat witnessed the accident and got to [redacted] first and they were able to get him onboard the boat. He stated that they did not observe any vital signs but CPR was administered on the way to the Rainbow Marina after calling 911. He stated that he talked with the U.S. Coast Guard at the Marina and left with the ambulance carrying [redacted] He stated that [redacted] was pronounced dead at St. Mary's Hospital in Port Arthur, Texas, by Justice of the Peace Gillam.

On May 5, 2006, after interviewing [redacted] I contacted M[redacted] for an interview. He agreed to an interview and gave a written statement as well. He stated that at the moment of the accident [redacted] rose suddenly on the Kite-Tube approximately 15-20 feet into the air. He stated that the tube became unstable at that height and began a hard dive to the left slamming [redacted] down into the water. He stated that [redacted] bounced off of the surface of the water approximately 2 times and skidded across the surface of the water. He stated that he was then floating face down unconscious in the water. He stated that he had consumed about one beer before the accident but he stated that [redacted] had not been drinking at all.

Both witnesses gave the names of the other passengers on board which consisted on M[redacted] the victims wife, and [redacted] girlfriend. They also stated that there were no objects in the water nor any other boats in the nearby vicinity that [redacted] could have hit to cause his death.

After interviewing the witnesses on board [redacted] boat, witnesses that observed a portion of the accident from the beach on Stewts Island, and consulting the autopsy report I have concluded this investigation. Because of the design of the Wego-Kite-Tube the person riding on the tube controls the height of the tube over the water by leaning forward or backward. Therefore the only input that the operator of the vessel has is the speed at which it is being pulled and staying clear of any other obstacles or vessels in the water. In this case, both the operator and the person riding the Kite-Tube were inexperienced because it was a new piece of equipment. They had ridden on it for the first time the previous day without incident and were unaware of its inherent dangers. Because this is a new piece of equipment to the market, I do not know what is a safe speed to pull this equipment behind a boat. It is my understanding that it is recommended that the Kite-Tube be pulled approximately 25 mph to reach planing speed. Therefore I do not think that [redacted] was operating the vessel recklessly or with criminal negligence in this case. I also do not believe that alcohol was a factor in this accident, however I do regret not being able to interview the operator after the accident to determine if a blood sample was warranted. There are multiple warning stickers on the Kite-Tube itself, one of which indicates that the tube can lift to a height of 20 feet in half of a second.

The autopsy report on [redacted] indicates the cause of death as a transection of the aorta, a decelleration injury caused from the impact of his body with the surface of the water. There was no water in the lungs so [redacted] ed upon impact and did not drown, nor was his neck broken as early reports suggested.

In my opinion this accident is the result of inexperience with a new piece of equipment on the part of the victim and the operator of the boat. I also have concerns as to the overall safety of the Wego-Kite-Tube for use on public water as there is no limit to the height at which it can attain or how fast it will decellerate after attaining that height. No criminal charges have been filed as a result of this investigation

INVESTIGATING OFFICER SIGNATURE	REVIEWED AND APPROVED

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Attachment #3
Page 5 of 9

TEXAS PARKS & WILDLIFE DEPARTMENT DIAGRAM

REPORT NUMBER

PAGE 6 of 8

☒ Water Craft Accident
☐ Buoy Diagram
☐ Other _____

BOAT #1 (OPER.) _____
BOAT #2 (OPER.) _____

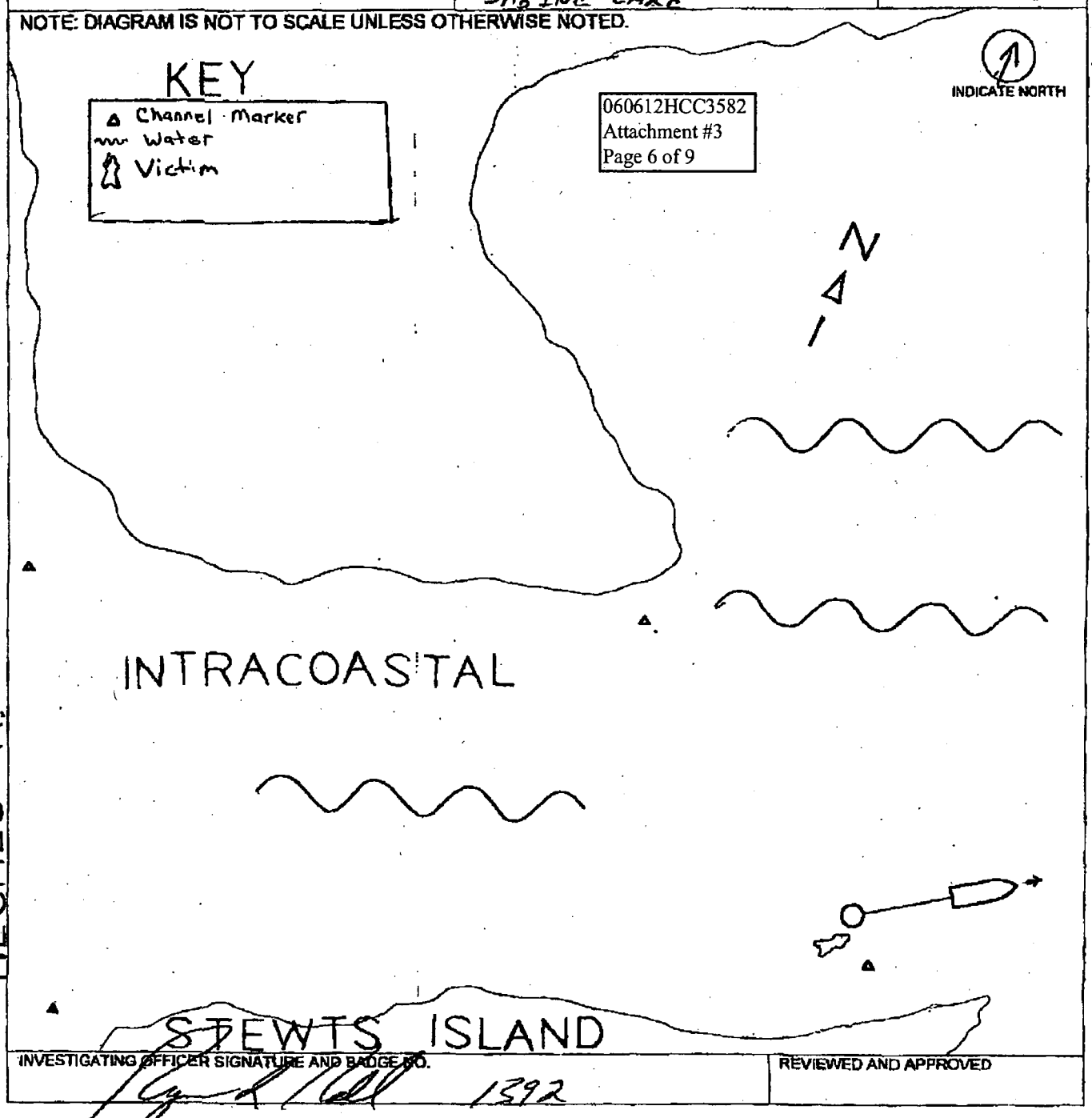
REPORTING OFFICER/BADGE NO.: RYAN L. HALL 1392

DATE OF OCCURANCE: 4/30/06

BODY OF WATER: SABINE LAKE

TIME OF OCCURANCE: ☐AM ☐PM

NOTE: DIAGRAM IS NOT TO SCALE UNLESS OTHERWISE NOTED.



060612HCC3582
Attachment #3
Page 6 of 9

INVESTIGATING OFFICER SIGNATURE AND BADGE NO.: 1392

REVIEWED AND APPROVED

OF L2000-047 (05/04)

060612HCC3582
Attachment #3
Page 7 of 9

TEXAS PARKS & WILDLIFE DEPARTMENT
VOLUNTARY STATEMENT

REPORT NUMBER	PAGE 7 of 8
DATE OF STATEMENT 5-5-06	TIME ☐ AM ☒ PM 3:15

NOTE: WITNESS TO SUBMIT A DIAGRAM ON NEXT PAGE, IF APPLICABLE

NAME [redacted] AGE 27 DATE OF BIRTH 1-4-79

ADDRESS [redacted] TELEPHONE [redacted]

CITY, STATE, ZIP CODE Orange TX, 77611

STATEMENT VOLUNTEERED TO Game Warden Ryan C. Hall

[redacted]

I [redacted] was in the Boat on Sunday April 30th during the time of the accident at or around 2:30-3:00 pm. [redacted] was operating the Boat pulling [redacted] on a new Wego-kite tube, designed to go air-borne upon catching wind at a certain speed. [redacted] was approximately 15-20 ft when the tube began a hard nose dive to his left. Upon hitting the water [redacted] had was not in contact w/ the tube. He skid two times on the surface of the water before comming to a stop. I noticed he was unconciece and began to flag a near by boat operated By my Brother [redacted] to go to his aid.

I have read/written the above statement consisting of 1 pages and attest that it is a true and accurate account of the event(s) which took place on April 30th 2006 and that this statement was given by me freely and voluntarily, without fear or threat or promise of reward.

WI[redacted] WITNESS

SIG[redacted]

OF L2000-047 (05/04)

1.336

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Attachment #3
Page 8 of 9

TEXAS PARKS & WILDLIFE DEPARTMENT
VOLUNTARY STATEMENT

REPORT NUMBER	PAGE 8 of 8
DATE OF STATEMENT 5/5/06	TIME 2:00 ☐ AM ☒ PM

NOTE: WITNESS TO SUBMIT A DIAGRAM ON NEXT PAGE, IF APPLICABLE

NAME [redacted] AGE 29 DATE OF BIRTH 08.28.76

ADDR [redacted]

CITY, [redacted] Orange, TX 77630

STATEMENT VOLUNTEERED TO Game Warden Ryan Hall

[redacted]

On Sunday April 30th at approximately 3:15 pm I, [redacted] was operating [redacted] 22' Sea-Ray boat near Stewts Island with passengers [redacted], and [redacted] on board the boat. We were pulling [redacted] behind the boat, he was riding a Wego-Kite-tube which is designed to leave the water and become air-borne. My last glance to [redacted] on the tube, I witnessed him air-borne and resumed looking forward. [redacted] shortly thereafter informed me [redacted] had fallen off the tube. When I looked, [redacted] was floating face down in the water unconscience. There was no contact with any other object with [redacted] except for the water. Boat owner [redacted] was following at a safe distance with his wife [redacted] and others.

I have read/written the above statement consisting of 1 pages and attest that it is a true and accurate account of the event(s) which took place on April 30th, 2006 and that this statement was given by me freely and voluntarily, without fear or threat or promise of reward.

WITNESS [redacted]

WITNESS

QF L2000-047 (09/04)

1337

RECEIVED

JUN 02 2006

W TER FATALITY REPORT

REPORT NUMBER | FOR STATISTICAL PURPOSES ONLY | BAR NUMBER

VICTIM

NAME OF VICTIM: [redacted] HCC3582 ent #3

Street

Orange City | Texas State

77630 Zip | Orange County

RACE: 1 ☐ Black; 2 ☐ Hispanic; 3 ☒ White; 4 ☐ Other; 5 ☐ Unknown

SEX: 1 ☒ Male; 2 ☐ Female

VICTIM WEARING PERSONAL FLOTATION DEVICE? 1 ☒ Yes 2 ☐ No 3 ☐ Unknown

AGE: 33

SWIMMING ABILITY: 1 ☒ Good; 2 ☐ Poor; 3 ☐ None; 4 ☐ Unknown

OCCUPATION: Construction Owner

ACTIVITY OF VICTIM:
1 ☐ Swimming; 2 ☐ Wading; 3 ☐ Surfing; 4 ☐ Scuba Diving; 5 ☐ Tubing; 6 ☐ Fishing; 7 ☐ Canoeing; 8 ☐ Windsurfing; 9 ☐ Hunting; 10 ☐ Tried Rescue; 11 ☐ Illegal Entry; 12 ☐ Working; 13 ☐ Air Mattress; 14 ☐ Diving; 15 ☐ Jumping; 16 ☐ Jet Ski; 17 ☐ Para-Sailing; 18 ☒ Skiing; 19 ☐ Boating; 20 ☐ Other

CAUSE FACTOR:
1 ☐ Fell in water; 2 ☐ Whitewater; 3 ☐ Hit by propeller; 4 ☐ Vehicle accident; 5 ☐ Murder; 6 ☐ Suicide; 7 ☐ Power line; 8 ☒ Other

PHYSICAL LIMITATIONS:
1 ☐ Cramps; 2 ☐ Epilepsy; 3 ☐ Food; 4 ☐ Heart; 5 ☐ Hypothermia; 6 ☐ Mental; 7 ☐ Tired; 8 ☐ Physical handicap; 9 ☐ Unknown; 10 ☐ Other (specify)

DRUGS: 1 ☐ Yes 2 ☒ No 3 ☐ Unknown

ALCOHOL: 1 ☒ Yes 2 ☐ No 3 ☐ Unk.

ACCIDENT

DATE OF ACCIDENT: 4/30/06

TIME: ☐ AM ☒ PM 3:15

NAME OF BODY OF WATER: Sabine Lake

CODE: 1700

STATE: TEXAS

NEAREST CITY OF TOWN: Bridge City

COUNTY: Orange

CODE: 181

LOCATION (Give location precisely): On the Northeast end of Stewts Island approximately 1 mile south of Hwy 73.

DID THE ACCIDNET OCCUR IN A STATE PARK? 1 ☐ Yes 2 ☒ No

TYPE OF WATER BODY:
1 ☐ Gulf, bays; 2 ☒ Lakes; 3 ☐ Rivers; 4 ☐ Creek, stream; 5 ☐ Other (specify)

DATE AND TIME OF RECOVERY: 4/30/06

HOW RECOVERED? lifted out of water

WHO RECOVERED? (Only Check One)
1 ☐ Game Warden; 2 ☐ U.S. Coast Guard; 3 ☐ Sheriff's Office or Police Dept.; 4 ☐ Fire Department; 5 ☐ State Park Peace Officer; 6 ☒ Other

WEATHER: 1 ☒ Clear; 2 ☐ Cloudy; 3 ☐ Fog; 4 ☐ Rain; 5 ☐ Snow; 6 ☐ Hazy; 7 ☐ Natural disaster

VISIBILITY: 1 ☒ Good; 2 ☐ Fair; 3 ☐ Poor

TEMPERATURES (Estimates): 1 Air 85 °F; 2 Water 80 °F

WIND:
1 ☐ None; 2 ☒ Light (6-6MPH); 3 ☐ Moderate (7-14 MPH); 4 ☐ Strong (15-25 MPH); 5 ☐ Storm (Over 25MPH)

WATER CONDITIONS:
1 ☐ Calm; 2 ☒ Choppy; 3 ☐ Rough; 4 ☐ Very rough; 5 ☐ Strong current

ACCIDENT DETAILS (List information sources, witnesses, local agency reports, medical examiner reports, etc.)

According to the operator of the towing vessel [redacted], the victim was riding on a Wego-kite-tube which is designed to lift off the water at an angle when being towed. Luna stated that [redacted] was serving as an observer and that the victim's wife was taking pictures. At some point when they neared the northeast end of Stewts Island which is not protected from the south wind the Wego-kite-tube raised approximately 15 feet off of the water surface while being towed at approximately 32 miles-per-hour. When the kite-tube came back down and made contact with the water again the victim, [redacted] fell off of the kite-tube. The victim skidded across the surface of the water bouncing twice before flopping face-down in the water. A friend of the victim was in another boat and observed the accident and got to him first but he was unconscious and non-responsive. An ambulance was called and CPR was conducted on the boat en-route to meet the ambulance. The victim never regained consciousness and was pronounced dead at Saint Mary's Hospital in Port Arthur, Texas. The boat operator gave a statement to the U.S. Coast Guard before he left for the hospital with the victim. They indicated he did not appear intoxicated but that there was alcohol on board the vessel. No law enforcement agency was contacted to interview the operator of the vessel and possibly request a blood sample if alcohol had been detectd.

BOAT

WAS BOAT INVOLVED? 1 ☒ Yes 2 ☐ No

BOAT NUMBER: TX 9541 JC

BOAT NAME: N/A

BOAT MAKE: Sea Ray

BOAT MODEL: 98

MOTOR BRAND NAME: I/O

HORSEPOWER: 230

MODEL: N/A

YEAR: N/A

WAS THE CAPACITY PLATE RECOMMEND EXCEEDED
Horsepower 1 ☐ Yes 2 ☒ No
Maximum Load 1 ☐ Yes 2 ☒ No

LATERAL FLOTATION 1 ☐ Yes 2 ☐ No

OPERATION AT TIME OF ACCIDNET:
1 ☐ Commercial Activity; 2 ☐ Cruising; 3 ☐ Approaching Dock; 4 ☒ Water Skiing; 5 ☐ Racing; 6 ☐ Towing; 7 ☐ Being Towed; 8 ☐ Drifting; 9 ☐ At Anchor; 10 ☐ Tied To Dock; 11 ☐ Fueling; 12 ☐ Fishing; 13 ☐ Hunting; 14 ☐ Skin Diving or Swimming; 15 ☐ Other (specify)

WAS THE BOAT ADEQUATELY EQUIPPED WITH:
1 CG approved lifesaving devices? ☒ Yes ☐ No
2 Were they accessible? ☒ Yes ☐ No
3 Were they worn? ☐ Yes ☒ No

NAME AND ADDRESS OF OPERATOR: Joseph T. Luna III, 1960 N. 30th St., Orange, Tx., 77630

LAW ENFORCEMENT OFFICER	TITLE	TELEPHONE NUMBER
Ryan L. Hall	Game Warden 1	409-892-8666
ADDRESS	**AGENCY**	**DATE**
5550 I. Easter Frwy, Beaumont, Tx. 77708	TPWD	5/5/06

1338

WegoKiteTubeManual2006.qxd 11/10/05 6:44 PM Page 1

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

KITE TUBE DESCRIPTION

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

KITE TUBE SPECIFICATIONS

- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

WegoKiteTubeManual2006.qxd 11/10/05 6:44 PM Page 3

KITE TUBE ASSEMBLY AND INFLATION

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles in the cover when the tube is properly inflated.

IMPROPER INFLATION

PROPER INFLATION

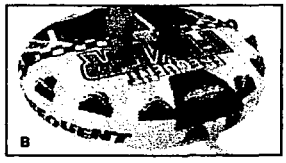

Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to stretch. The boat/watercraft cannot plane off and extra gas is consumed.

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it sit on the beach, dock, or boat/watercraft full of air! If it is stored out of the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- Leaf Blower
- Vacuum with two-way switch

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use with standard electric pumps, shop vac, wet vac, leaf blowers, and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) to top off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unit will inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on the slotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

KITE TUBE CARE AND MAINTENANCE

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep in a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cover and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

KITE TUBE TETHER TOW ROPE

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous towable tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL.
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you use a low tow point on the rear transom of the boat or tow hook.

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height above the water and can get thrown higher. At a boat speed of 10 and 20 mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and

other immovable objects.
• Be aware of natural wind breaks and barriers that change the wind flow.
• Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
• Maximum 1 rider capacity
• Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
• Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
• 10 and 2 o'clock are the best control hand positions.
• Hang time, Kite time, can be 1 second or many minutes.
• Length of hang time depends on the wind, boat speed and rider weight.
• A straight boat heading into the wind creates the optimum Kiting performance.
• Ballet performance is what you are looking for (up and down).
• Use the large panoramic window to see the boat and to view rider height.
• Force the tube down by pushing your weight down with a swift, sitting motion.
• Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
• Use the handles to adjust left to right balance.
• Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
• Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
• Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
• A rider that falls or is ejected should try to fall away from the Kite Tube.
• Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

• Driver should be at least 16 years of age and pass a coast guard approved boating course.
• Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
• Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
• Maintain constant communication with spotter about the Kite Tube and its performance.
• Adjust boat speed to reduce the height of the Kite Tube.
• The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
• Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
• Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
• Never Kite higher than you want the rider to fall, adjust your speed.

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45° angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.

• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

WIND SPEED AND EFFECT

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: http://www.sportsstuff.com

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

GeneralTowableManual2006.qxd 11/10/05 4:26 PM Page 1

SPORTSSTUFF

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under six (12) years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

1450
~~4150~~

tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
• The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
• Always wear a U.S. Coast Guard approved Type III (PFD) ski vest or as recommended by proper government authorities.
• Use this product only on water.
• Know your limits. Stop when you're tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable.
• Do not use this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.

The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller, liable for any loss, damage, injury or expenses of any kind arising out of the use of this product. It is the responsibility of the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear and deterioration from use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

REPLACING PRODUCT PARTS:

If a leak or problem is suspected with your tube, locate the valves,deflate the item and remove the inflatable PVC bladder to inspect possible problem areas. Contact Sportsstuff warranty department for prompt parts replacement if a problem is located. For non-warranty parts replacement, follow the same procedure. When a replacement is received, follow the steps below:

1. Unfold the cover and lay the bladder out.
2. Locate the bladder and the inflation valve. Carefully place the PVC bladder inside the cover of the product in the appropriate location.
3. Line up the valve with the valve opening in the cover.
4. Refer to the WEGO manual for further assembly information.

MAINTENANCE:

Very little care is required for the bladder or cover.
• You may clean your towable using soap and water or mild detergent.
• Never use strong cleaning agents.
• The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight.
• To deflate, simply unfasten the entire valve from the base.
• Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
• Bright colored fabric covers used on the towable may bleed or fade when initially wet. Protect all boat interiors and all other surfaces from possible staining.

TOW ROPE RECOMMENDATIONS FOR SPORTSSTUFF PRODUCTS:

• The watercraft owner/operator is responsible for informing all the persons riding or using tow ropes of the WSIA Recommendations for tow ropes. Improper use of your tube and rope could result in serious injury or death.
• Following are the WSIA (Water Sport Industry Association) Recommendations for tow ropes (Do not exceed recommended rider capacity for your tube):

Number of Riders	Combined Weight of Riders	Rope Tensile Strength
One	min 100lbs - max 200 lbs	1500 lbs

- A standard tow rope should not exceed 65 feet.
- The tow rope should be assembled in a manner appropriate for the watercraft and tow tube.
- Please check all rope connections for frays, cuts, sharp edges, knots and wear and tear before each use. Discard any ropes that appear to be worn. It is recommended that you replace each tow rope at the beginning of the boating season.
- Tow ropes are subject to stretching during use. Please warn riders and persons in the boat/watercraft of the danger of ropes recoiling.
- DO NOT place arms, legs or head in the handle section as serious injury may result.
- Ensure that the tow rope is free from all body parts prior to towing a rider and while the tube is in use.
- Do not use a tow rope with a bungee material to pull skiers or riders. This type of apparatus could also result in serious injury or death to the tube rider or passengers in the boat/watercraft.
- Ropes will deteriorate with direct sunlight exposure. Please store away from direct sunlight and discard any rope that is frayed, discolored or raveling.
- Do not add hardware to this product that is not supplied by Sportsstuff.
- Avoid the propeller and engine at all times. Should the rope become tangled in the propeller, shut off the engine and remove key from ignition before retrieving rope from propeller.

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

- When using a Sportsstuff product, you are engaging in an exciting recreational activity with inherent risks. Act responsibly and only use your product with the awareness of and willingness to accept the risks involved.
- Read all instructions and warnings provided to you in this owner's manual and those printed on the product. Do not discard this manual.
- As in any recreational activity, reckless use, misuse, inexperience and/or neglect of the proper equipment used may result in serious injury or death.
- Visually inspect the towable and tow rope before each use. Do not use if product or tow rope is damaged in any way.
- This product is NOT for use by children under 12 years of age.
- Never leave children unattended. Use only under competent supervision.
- Sportsstuff products are NOT to be used for rental use.
- Do not consume alcohol or other drugs while using this product. Even small quantities of alcohol and other drugs can impair judgment, balance, and coordination which can greatly affects one's performance.
- Make sure all riders are wearing a U.S. Coast Guard Type III (PFD) approved life vest at at all times.
- Be conscious of the weather conditions as weather changes can occur very quickly.
- Check with your state or local government to learn their specific legal requirements concerning towables and towing.
- Use tow ropes that are designed specifically for towables with WSIA (Water Sports Industry Association) break strength guidelines.

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

- The boat/watercraft driver has the ultimate responsibility for the safety of the riders.
- Carefully survey the water before you begin towing riders.

- Do Not pull a towable without a rider. A towable is designed to have a rider in order to balance the weight distribution of the product
- Be aware of water conditions along with changes in the weather. The condition of the water greatly influences the type of ride the rider will have. Please take into consideration the age and physical ability of your rider.
- It is the boat/watercraft driver's responsibility to instruct the riders how to ride a towable. The boat/watercraft driver should carefully instruct the riders of potential risks and possible injury that may occur if they partake in careless behavior.
- At the beginning of the ride, carefully take the slack out of the tow rope. Never jerk start a towable. After the rider has signaled that he/she is ready, the driver can slowly bring the towable to a planing point.
- Most towables will plane out at 10 to 20 mph, depending on the weight of the rider. It is important to keep the nose of the item up until the item is planing.
- The resistance of the product varies widely with these factors: boat speed, turns, water conditions, number of riders and their weight, towable size, shape and function. The boat/watercraft driver should adjust the boat speed to fit these situations to minimize resistance of the towable.
- Use in wide, open spaces. Stay at least 100 yards from shallow water, shore, rocks, boats, docks and buoys. Most accidents happen on turns and in congested areas.
- The boat/watercraft driver determines the speed and the action of the towable in turns and when crossing the boat/watercraft wake. In the straight-a-ways, the boat/watercraft towing speed is the same as the towable speed. The towable speed will increase when the boat/watercraft makes a 90 to 180 degrees turn without increasing the boat/watercraft speed. If the boat/watercraft speed is 20 mph, the towable speed can be 30-40 mph. The "slingshot effect" sends the user outward from the center of the towable. Be aware of the limitations of the rider.
- Large wakes combined with the wave action and speed can contribute to a rough ride. Use a safe speed that enables the towable to plane out. The boat/watercraft driver should adjust the boat/watercraft speed and turns to fit the water conditions and the age, experience, skill and physical strength of the rider.
- Excessive speed or sharp turns might cause the tube to flip over abruptly, possibly causing serious injury to the rider.
- If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
- Under normal conditions, the maximum safe speed for adults is 20 mph. Safe speeds for children are less than 15 mph, depending on the age and physical capability of the child.
- Please make sure your boat/watercraft is tow-worthy and has the appropriate horsepower to pull rider(s) and the tow tube. Do not exceed the boat/watercraft passenger capacity.
- Extreme drag forces can develop when pulling this tube. Please use towable in calm water. Heavy waves or choppy conditions can create more drag or even result in a submarine or anchor effect.
- Extreme drag forces may also result if: the rider(s) fall off, the tube noses in or tips over and water fills cockpit/seating area. The boat/watercraft operator should immediately slow or stop to eliminate this factor.
- Death or serious injury can result from the submarine or anchor effect causing more extreme drag forces on the tow rope and/or tow point. The tow rope might have too much stress and either break and snap back at the rider(s) or other occupants of the boat. It is the boat driver's responsibility to make sure this does not occur.

• Do not exceed the weight guidelines of your boat. Do not allow passengers to hang outside the boat or side on the gunwales (sides/edges of the boat) outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales (sides/edges of the boat) of the boat.

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

• Tow/Ski towers are not designed for use with any inflatable tube towing.
• Use only lifting eyes/transoms or tournament-rated ski pylons for towing tubes.
• Consult your boat's manufacturer if you are unsure of it's tournament rating.
• Do not tow any inflatable from a ski eye.
• Any tow pylon or ski pylon installed after market is not intended for inflatable tube towing.
• Death or serious injury may result if an unapproved ski/tow pylon is used.

⚠ WARNING! SPOTTERS NOTICE: ⚠

• Always use a spotter (observer) in the boat to communicate the needs of the rider to the driver.
• The spotter must be the eyes of the driver and the rider, always alert to recognize possible danger so proper action can be taken to avoid any risk to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• The spotter should hold up a safety flag cautioning all other boaters that riders are in the water.

⚠ WARNING! RIDERS NOTICE: ⚠

• Do not use this items as a personal flotation device.
• Do not exceed the manufacturers recommended number of riders for your particular tube.
• Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not to exceed 65 feet.
• Only use this product with a responsible boat/watercraft operator who knows how to effectively operate the equipment.
• This product should be used in water only. Do not launch from dock or land.
• Do not use near piling, docks, shores or shallow water or other obstructions that could cause serious injury to the rider.
• Carefully instruct the other riders the proper way to attach rope and operate the towable.
• DO NOT strap or attach arms or legs to cover or tube. Never place hands or feet in between the tube or cover.
• This item has no braking or steering machanism and can develop high speeds under certain towing conditions. Use at your own risk!
• This product is not a life saving device.
• Take necessary breaks when you are tired.
• Never get near the propeller with the engine running, even if it is in neutral.

GENERAL TROUBLE SHOOTING GUIDE:

Symptom: Product won't hold air.
Solution: Check to see that the valve is fastened properly. Re-fasten valve if needed. Check to see if the product was inflated fully from the beginning. If you suspect it wasn't inflated fully, add more air. PVC Repair Adhesive is available from Sportsstuff at www.sportsstuff.com or 888-814-8833 for small hole or seam repairs.

Symptom: Valve is leaking
Solution: Listen closely to hear if air is leaking. Be sure the valve and cap are screwed in or fastened straight and are tight. Leakage can occur if the valve is not fastened correctly.

Symptom: Product inflates but doesn't become firm.
Solution: Please check to make sure it was inflated firmly with a high volume air pump. If you are sure you inflated it properly, fully assess it for a leak or re-fasten the valve. If a leak is detected, the bladder may be patched by using Sportsstuff PVC Adhesive which can be purchased directly from Sportsstuff.

Symptom: Cover is very loose (Applies only to products with covers).
Solution: Please check to make sure that your product is inflated fully and the tube is in place. The cover should fit snugly over the well-inflated tube. If the cover remains loose, add more air. See also the INFLATION section of this manual.

WARRANTY POLICY:

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Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: http://www.sportsstuff.com

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code". It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

Glen Canyon NRA
Determination of Public Access or Restriction

Affected Area/Topic Common Name:

A restriction concerning kite tubing, kite boarding, and parasailing.

Location of Affected Area:

All waters, air, and land areas of Glen Canyon NRA.

Nature of Action/Restriction/Closure:

A general restriction specific to recreational activities commonly referred to as kite tubing, kite boarding, and parasailing. This restriction applies to any activity requiring a tow vessel for the purpose of sustained air travel above the water surface, and any water based recreational activity that relies on tethered parafoils, parachutes, kites, wings, or other tethered apparatus for propulsion across the water surface resulting in sustained air travel. This restriction is not intended to limit or curtail activities associated with conventional recreational pursuits including sailing, sail boarding, water skiing, knee boarding, or wake boarding.

Level of Scope of Closure/Restriction:

This is a general restriction specific to all waters and areas within Glen Canyon NRA to specific recreational activities known as kite tubing, kite boarding, and parasailing.

Proposed Regulatory Language (36 CFR section/wording):

36 CFR 1.5 (a)2

Kite tubing, parasailing, and similar activities requiring a tow vessel or tow vehicle for the purposes of providing air flight of participants and/or apparatus are prohibited within the boundaries of Glen Canyon NRA. Kite boarding, kite surfing, and similar tethered activities requiring a parasail, kite, wing, or similar tethered apparatus attached to the participant or floatation device, for the specific purpose of providing propulsion or air flight are prohibited.

Definitions:

Kite tubing is a generic term used to describe certain water based recreational pursuits involving the use of tethered floatation devices designed to rise above the surface of the

water. This term is used to describe recreational activities associated with the use of manufactured devices such as the WEGO "Kite Tube", SEVYLOR "Manta", and similar apparatus.

Kite boarding is a generic category of recreational activities associated with floatation devices designed for water and air travel propelled by tethered parafoils, parachutes, wings, kites, or other similar apparatus.

Parasails are a generic family of devices dependent on parafoils, parachutes, wings, or similar apparatus towed by vessels with long tow lines for the purposes of sustained air travel.

Justification:

In April of 2006 the first observation of kite tubing was made at Glen Canyon NRA. This observation was made secondary to a call for EMS intervention to rescue a severely injured man who had been crushed by a Kite Tube inverting and crashing. This person suffered severe trauma to their neck and chest resulting in a near drowning incident. This incident was documented in CI# 06 0297. Since this first accident three other severe injuries,(CI# 06-941, 06-1301, 06-1334), and multiple minor accidents attributed to kite tubing have occurred within the recreation area. Glen Canyon staff have air lifted 4 patients from the lake, with three suffering life threatening injuries. Subsequent viewings of various kite tubing promotional materials indicates a steep learning curve for the "operator" to establish the correct balance and steering to keep the kite tube from veering violently from side to side and/or up and down. The manufacturer's videos show sequences where the kite tube appears to be primarily out of control. In addition numerous personal videos of actual accidents have been recorded and collected showing the unpredicted violent out of control nature of this activity. Due to the unpredictable nature of the crafts "flight", it is dangerous and inappropriate to permit this activity to occur in proximity to other visitors recreating on the lake, nor is it prudent to allow an inherently unstable and dangerous activity to establish a user/participant precedent.

Kite tubing presents many of the same risks as "cliff jumping" which is a prohibited activity in the NRA. Kite tubes have the potential to rise to 60' above the water surface while traveling at speeds of 35-40 mph. Because of the uncontrolled nature of kite tube falls or crashes, the "operator" often impacts the water surface at high speeds, near vertical angles, and unusual body positions, significantly increasing the risk of injury. (See attached list of case incidents.)

Kite boarding represents a separate, but similar, set of risks and dangers to visitors at Glen Canyon NRA because of the basic uncontrolled nature of the kite board and the attached operator which is dependent on wind to provide lift and propulsion. Kite boarders are dependent on air movement and have little control concerning the general direction of travel, which may interfere with other visitors engaged in traditional water recreation activities such as sailing, water skiing, fishing, etc. In addition the lines and

cables attaching the kite boarder to the parafoil or wing pose potential safety concerns to other boaters or park visitors that may be struck or collide with these lines. Kite boarding, due to the generally uncontrolled speed and direction of travel of the kite board, requires large, open, and empty expanses of water, which often is not available at Glen Canyon NRA because of competing visitor uses.

Parasailing also represents potential risks and dangers to parasailing participants as well as other park visitors. Parasailing requires extremely long lines, often in excess of 1000', generally straight line boat travel, and large open spaces of shoreline or water surface for landing, which increases the risk of interference or collision with other park visitors. Because the parasail tow boat requires sustain forward momentum to keep the parasailer air borne, it is extremely difficult for the tow vessel to maneuver or stop quickly to avoid other vessels or water hazards. The NRA has responded to calls for emergency assistance and rescue services because of serious injuries sustained in parasailing accidents. (See attached list of case incidents.)

Kite tubing, kite boarding, and parasailing are incompatible with the current spectrum of permissible recreational opportunities available at Glen Canyon NRA. While Lake Powell offers what appears to be a vast expanse of open water and endless space, impacts and conflicts among various user groups occur frequently due to the relatively restricted water channels and high level of visitor use. Kite tubing, kite boarding, and parasailing require large amounts of space and unpopulated surface waters and have the potential to disrupt established recreational pursuits. Kite tubing, kite boarding, and parasailing may require long tow ropes, large open water surfaces for takeoffs and landings and, because of their air borne attachments can not maneuver or stop abruptly. To avoid inevitable accidents caused by kite tubing, kite boarding, and parasailing, as well as conflicts and accidents involving traditional park user groups not accustomed to the special operational needs of these dangerous air borne activities, the NRA has chosen to prohibit kite tubing, kite boarding, and parasailing.

(SEE ATTACHMENTS & DATA FILES)

NEPA, Cultural Resources Requirements:

None Required.

Proposed by: Mark Law, Law Enforcement Specialist, GCNRA

Proposal Implementation Date: 6-15-06

Method of Public Notification:

Notification of this closure restriction pertaining to towed aerial watercraft will be made through local and regional media services, park publications, park web-site, and posted on area information bulletin boards. (See attachments.)

Reviewed By: Mike Mayer **Date**
Chief Ranger Visitor and Resource Protection

Determination: **Adopted** **Rejected**

Kitty L. Roberts **Date**
Superintendent
Glen Canyon National Recreation Area

NO. _____

[redacted]	§	**IN THE DISTRICT COURT OF**
PLAINTIFFS	§	
VS.	§	**ORANGE COUNTY, TEXAS**
SPORTSSTUFF, INC., SKI LIMITED ENTERPRISES, INC., and JOSEPH T. LUNA, III	§	
DEFENDANTS	§	_____ **JUDICIAL DISTRICT**

PLAINTIFFS' ORIGINAL PETITION

TO THE HONORABLE JUDGE OF SAID COURT:

COME NOW, [redacted] **Individually and as Representative of the Estate of** [redacted] **and as next friend of** [redacted] **minor children** ("Plaintiffs"), complaining of **SPORTSSTUFF, INC., SKI LIMITED ENTERPRISES INC.** ("Product Defendants") **an** [redacted] ("Driver Defendant"), and for cause of action would respectfully show unto the Court the following:

PARTIES

1. Plaintiffs are citizens of the State of Texas, and reside in Orange, Orange County, Texas.

2. Defendant, SPORTSTUFF, INC., is a corporation duly formed and existing under the laws of the State of Nebraska, and may be served with process by serving its Registered Agent, Leroy Peterson, at 11213 E. Circle, Ste. A, Omaha, Nebraska 68137.

3. Defendant, SKI LIMITED ENTERPRISES, INC., is a corporation duly formed and existing under the laws of the State of Ohio, and may be served with process by serving its Registered Agent, Victor Daprile, at 1303 Boardman-Poland Road, Youngstown, Ohio 44514.

4. Defendant, [redacted] is an individual residing in Orange County, Texas and may be served with process at [redacted] Orange, Texas 77630.

DISCOVERY CONTROL PLAN

5. Pursuant to Rule 190 of the Texas Rules of Civil Procedure, Plaintiffs intend to conduct discovery in this matter under Level 3 as defined in Texas Rule of Civil Procedure 190.4. Plaintiffs would request the immediate entry of a Docket Control Order establishing the date of trial before a jury and deadlines for the completion of discovery, designation of expert witnesses, challenges to expert witnesses and dispositive motions.

VENUE

6. Venue is proper in this Court pursuant to Texas Civil Practice & Remedies Code §15.002(a)(2) since a Defendant resided in Orange County, Texas at the time this cause of action accrued.

STATEMENT OF THE CASE

7. On Sunday, April 30, 2006, at approximately 3:00 p.m., [redacted] "Plaintiffs' Decedent") was being pulled behind a boat, driven by Driver Defendant [redacted] on a Wego Kite Tube ("Kite Tube") which had been purchased and received by Plaintiffs' Decedent the day before. Said Kite Tube was designed, manufactured, and marketed by Product Defendant SPORTSSTUFF, INC. Product Defendant SKI LIMITED ENTERPRISES, INC. marketed and sold the Kite Tube to Plaintiff's Decedent.

8. There were four passengers on the boat at the time of the fatal accident, one of which was his wife [redacted] thirty-three (33) years old, and [redacted] thirty-one (31) years old, have two children, [redacted] ages eight (8) years old and four (4) years old, respectively.

9. On the day in question, as [redacted] was being pulled and airborne on the Kite Tube, the tube suddenly and unexpectedly began to rapidly descend to the water in an uncontrollable fashion. Upon striking the surface of the water, [redacted] suffered severe bodily injuries resulting in his eventual death forty-five (45) minutes later.

10. The Kite Tube in question was designed, manufactured, marketed, distributed, supplied and/or sold by Product Defendants.

11. The Kite Tube in question was unreasonably dangerous and defective at the time it was designed, manufactured, marketed, distributed, supplied and/or sold. At all times relevant to this cause of action, Product Defendants engaged in the business of

designing, manufacturing, marketing, distributing, supplying and/or selling Wego Kite Tubes, and placed into the stream of commerce the Kite Tube at issue. The Kite Tube was in a defective condition at the time it left the control of the Product Defendants and at the time it came into the control of Plaintiffs. The defective condition of the Kite Tube, which made it unreasonably dangerous for the use of the general public and Plaintiffs' decedent, arose because of a defective design, a defect in the manufacturing process and/or because of defective marketing.

FIRST CAUSE OF ACTION
PRODUCTS LIABILITY—GENERAL NEGLIGENCE

12. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 11 above and further allege as follows.

13. PRODUCT DEFENDANTS in designing, manufacturing, marketing, distributing, supplying and/or selling the above mentioned product had a duty to Plaintiffs to do so in a reasonable manner to ensure that the product was safe and did not pose an unreasonable risk of causing harm to those who used the product for its intended purpose.

14. PRODUCT DEFENDANTS breached this duty when they placed the defective and dangerous product into the stream of commerce when they knew or should have known of its defective nature and propensity to cause harm to individuals such as Plaintiffs.

15. Plaintiffs cannot more specifically allege the acts of negligent manufacture or design on the part of PRODUCT DEFENDANTS, because facts in that regard are peculiarly within the knowledge of PRODUCT DEFENDANTS. As such, alternatively, in the event Plaintiffs are unable to prove specific acts of negligent design or

manufacture, Plaintiffs rely on the doctrine of *res ipsa loquitur*. In this connection, Plaintiffs would show that the character of the occurrence giving rise to this litigation is such that it would not have happened in the absence of negligence, and that the design and manufacture of the product was within the exclusive control of PRODUCT DEFENDANTS at the time the negligence occurred. Plaintiffs have no means of ascertaining the method or manner in which the product was designed and/or manufactured, and it came into the Plaintiffs' possession in the same condition it was in when it left the control of PRODUCT DEFENDANTS. Thus, PRODUCT DEFENDANTS were negligent in the design and/or manufacture of the product at issue.

16. As a direct and proximate result of PRODUCT DEFENDANTS' negligence, the defective and dangerous product caused harm and injury to Plaintiffs.

17. Wherefore, Plaintiffs pray for damages as set forth below.

SECOND CAUSE OF ACTION
STRICT PRODUCTS LIABILITY

18. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 17 above and further allege as follows.

19. PRODUCT DEFENDANTS, at all times relevant to this action, engaged in the business of designing, manufacturing, marketing, distributing, selling, and/or supplying the product to consumers in the general public.

20. PRODUCT DEFENDANTS, knew and intended that the product designed, manufactured, marketed, distributed, sold, and/or supplied by PRODUCT DEFENDANTS would be purchased by consumers without inspection for defects.

21. The product in question was unreasonably dangerous and defective at the time it was designed, manufactured, marketed, distributed, sold, and/or supplied.

22. The defects in the product in question included defects in design, manufacture and marketing. The product in question was in a defective condition at the time it left the control of the PRODUCT DEFENDANTS and at the time it came into the control of the Plaintiffs.

23. The defective conditions of the product in question, which made it unreasonably dangerous for the use of the general public and the Plaintiffs, arose because of a defect in the design, manufacturing and/or marketing of the product.

24. The defects in the product in question were a producing cause of the incident, injuries and damages sustained by the Plaintiffs.

25. Plaintiffs are informed and believe, and thereon, allege that PRODUCT DEFENDANTS:

(a) knew or should have known that the product designed, manufactured, marketed, distributed, sold, or supplied by PRODUCT DEFENDANTS were defective and dangerous in the manner alleged above;

(b) knew or should have known that because of the defect, the product could not safely be used for the purposes for which it was intended;

(c) knew or should have known that the product was defective and dangerous, and in conscious disregard of the safety of the general public, consumers, and Plaintiffs, placed it in the stream of commerce without warning customers or the unknowing general public, or Plaintiffs, of the defects;

(d) knew or should have known that when the product was placed in the stream of commerce, it would be sold to and used by the general public, consumers, and Plaintiffs, without inspection for defects; and

26. PRODUCT DEFENDANTS, in designing, manufacturing, marketing, distributing, selling, and supplying the product, had a duty to Plaintiffs to do so in a reasonable manner and to ensure that the product was without defect. PRODUCT DEFENDANTS breached these duties by placing the defective product into the stream of commerce when they knew or reasonably should have known of the product's defective nature and or its propensity to cause harm to individuals such as Plaintiffs.

27. By placing the defective product into the stream of commerce, PRODUCT DEFENDANTS impliedly represented that it was safe for the purpose for which it was intended. As a direct and proximate result of PRODUCT DEFENDANTS' conduct in the designing, manufacturing, marketing, distributing, selling, or supplying of the defective and dangerous product, Plaintiffs have suffered harm and injuries.

28. Wherefore, named Plaintiffs pray for damages as set forth below.

THIRD CAUSE OF ACTION
PRODUCTS LIABILITY—DEFECT IN DESIGN, MANUFACTURE and ASSEMBLY

29. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 28 above and further alleges as follows.

30. The product that is the subject of the instant action was not reasonably fit, suitable, or safe for its intended use by reason of a defect in its design, manufacture, or assembly, which caused it to be unreasonably dangerous.

31. The defect in design, manufacture, or assembly existed at the time PRODUCT DEFENDANTS placed the product into the stream of commerce.

32. The product was being used in its intended and reasonably foreseeable manner when it caused injury to Plaintiffs.

33. As a direct and proximate result thereof, Plaintiffs have suffered injuries and damages.

34. Wherefore, named Plaintiffs pray for damages as set forth below.

FOURTH CAUSE OF ACTION
PRODUCTS LIABILITY—FAILURE TO WARN OF DANGER IN USE OF PRODUCT

35. Plaintiffs reallege and incorporate by reference each allegation contained in paragraphs 1 through 34 above and further allege as follows.

36. At all relevant times, the product manufactured and/or distributed by PRODUCT DEFENDANTS was defective as a result of the fact that it was unreasonably dangerous and defective. PRODUCT DEFENDANTS failed to give adequate warning of the high likelihood that the product will become uncontrollably unstable when airborne, thereby causing the rider to have little or no control over the product's flight pattern, thus rendering the product unsafe for its intended or reasonably foreseeable use. PRODUCT DEFENDANTS knew that the product was extremely dangerous, yet advertised the product as fit for inexperienced amateurs, and deliberately decided to omit any safety equipment such as to convey the false impression that little or no risk was involved in using the product.

37. Plaintiffs are informed and believe, and thereon allege, that at all relevant times PRODUCT DEFENDANTS had specific knowledge of the risk or could have known of the risk by the application of scientific and industry knowledge available at the time of the manufacture of the product.

38. At all times herein mentioned, PRODUCT DEFENDANTS knew the product was defective in the manner herein alleged, that in all likelihood the defective

product would produce an injurious result in normal use and that such result was potentially life threatening to each individual to whom the product was sold. Notwithstanding this knowledge, PRODUCT DEFENDANTS failed to give adequate notice to the purchasers of the grave risks associated with the use of the product, and instead placed and persisted in placing the defective product into the stream of commerce, thus causing harm and injuries to Plaintiffs.

39. PRODUCT DEFENDANTS marketed the product as a product fit for amateurs. Had PRODUCT DEFENDANTS given Plaintiffs sufficient, conspicuous notice of the known risks associated with the product, they would not have purchased the product.

40. As a direct and proximate result of PRODUCT DEFENDANTS' failure to

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EPIDEMIOLOGIC INVESTIGATION REPORT

1. Task Number	2. Investigator's ID	
060614HCC3602	9068	

3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY
840	2006 06 03	2006 06 15

6. Synopsis of Accident or Complaint **UPC** 0 29808 00518 5

A 20-year-old male was knocked unconscious and received a concussion when the kite tube he was riding suddenly crashed into the water. His 21-year-old brother received chest injuries when his kite tube rose to a height of 25 feet in the air and crashed into the water.

7. Location (Home, School, etc)	8. City	9. State
5 - OTHER PUBLIC PROPERTY	OMAHA	NE

10A. First Product	10B. Trade/Brand Name	10C. Model Number
3200 - Water Tubing (activity, Appa	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF, INC.
11213 E Circle Street, #A
Omaha, NE 68137

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
20	1 - Male	1 - Injured, not Hosp.	52 - Concussion

16. Body Part(s) Involved	17. Respondent	18. Type of Investigation	19. Time Spent (Operational / Travel)
75 - HEAD	1 - Victim/Complainant	1 - On-Site	24 / 7

20. Attachment(s)	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	04 - Radio, TV	

23. Permission to Disclose Name (Non NEISS Cases Only)

● Yes ○ No ○ Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
07/05/2006	8929	Frank J. Nava

27. Distribution	28. Source Document Number
Topka, Tanya L.	X0660349A

CPSC FORM 182 (12/96) Approved for use through 09/30/2006 OMB NO. 30410029

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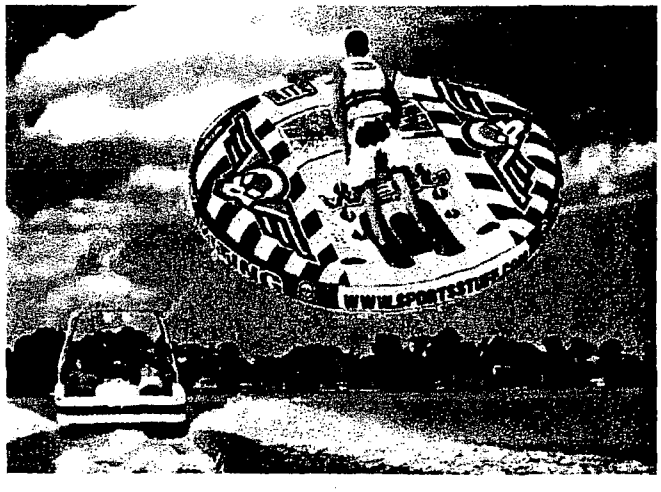
IDI 060614HCC3602

INCIDENT REPORT

The 45-year-old father of the 20 and 21-year old victims has been boating for over 30 years. Over the last ten years the father has taken his sons water skiing and tubing on the Missouri River which is on the Nebraska/Iowa border. The father and mother own a cabin on the river where they vacation on weekends in the summer. The father described his sons as sports and water enthusiasts but not high risk takers.

In January, 2006, the father began looking in boating catalogues at the new tubing products being offered. He saw a product called the kite tube which was ten feet in diameter. The father stated that until now his sons had ridden on tubes up to five feet in diameter. The picture showed the kite tube in the air about five to ten feet off the water while it was being towed by the boat. The father related that he thought the kite tube looked like fun and went on the Internet to check out the prices.

On April 4, 2006, the father went to an area marine center that sold boats and accessories. At the center he saw the kite tube on display and inquired about the product. The marine center sales staff related that they had sold 50 of them at a recent boat show and had a video of the kite tube showing how it performed being pulled behind a boat. The father viewed the video at the center and related that the kite tube appeared to be very stable in the air while being pulled by the boat. Based on this video, the father ordered one of the kite tubes for his sons to use in the upcoming summer. The kite tube arrived at the end of April, 2006 and the father picked it up on May 1, 2006. The regular cost of the kite tube was listed at $499 but the marine center sold it to the father at the boat show reduced price of $400. Following and attached as Exhibit "A" is a picture of this kite tube.



Accompanying the kite tube was a 60 foot tow rope, video on how to use the tube and some product literature. The father stated that he and his sons viewed the video and read the product literature prior to using the kite tube. He added that he did not read the warnings printed on the kite tube as he believed they were the same as those mentioned in

the video and printed in the literature. Attached as Exhibit "B" is a copy of the video, owner's manual and product literature.

On May 21, 2006, the father stated that he took his family to their cabin on the river and decided to use the kite tube for the first time. He recalls that it was a nice day with little or no wind. The father blew up the tube with the 12 volt pump that they had used with their other tubes and then attached one end of the new tow rope to his 1990 17 foot Well Craft Inboard/Outboard open bow sport boat with a 165 hp MerCruiser motor and the other end to the kite tube as instructed in the product literature. He added that the tow rope was 60 feet in length but could be shortened by ten foot increments. On this day, the father adjusted the length of the tow rope to 40 feet.

Both of his sons got into the kite tube separately with life jackets on, stood in the foot pockets and grabbed the handles on the kite tube. Neither son had any prior experience with this size of tube. The closest size they had ridden on was a five foot diameter tube. The father was driving the boat and the mother was riding in the boat. As they took off, the son would pull on a rope attached to the front middle of the tube to lift the front of the kite tube so that water would not get into the tube. After that, the rider would pull on the kite tube handles to lift the front of the tube up so that it could get air to lift off the water. The father related that he tried various speeds up to 40 mph but each time the tube would start to lift off the water, it would buckle in the middle. He added that the tube was also bending as it moved side to side in the water.

A few days after this experience, the father went back to the marine center and reported the trouble they were having getting the kite tube off of the water. The marine staff advised that the kite tube was under inflated and showed the father a tube that was inflated to a solid state. The marine staff recommended using a larger pump and showed the father one with 110V, 3 psi for $70 which he purchased.

The next weekend, May 28th, the father took his wife and 20-year-old son out to the cabin. He blew up the kite tube with the new pump to a solid state. The father attached the tow rope to the boat at a 40 foot length and then later extended the rope length to 60 feet. He added that his son got into the kite tube, stood in the foot pockets and grabbed the handles on the tube. The father was driving the boat and the mother was video taping her son on the tube. The father stated that as the driver, he was constantly adjusting the speed of the boat to get the kite tube in the air. As his son pulled on the handles which lifted the front of the tube in the air, the tube would catch some air and lift off the water. When it was about five to ten feet off the water, the father would try to maintain the speed of the boat and as the tube started to descend to the water, the father would increase the speed. He added that he was always adjusting the speed and it was a constant learning experience. The father related that while the tube was in the air, he was unable to see his son on the tube. He added that the tube has a plastic window that in theory allows the driver to see the rider and vice versa. However, the plastic window is cloudy and the angle of the tube in the air does not allow either party to see each other.

The father noted that the breeze dramatically affected the height of the kite tube off of the water. A small gust of wind would easily lift the tube higher in the air as well as send it diving to the water. The father also noted that the cold water would cause the tube to deflate and they would have to go back to shore sporadically to add air to the tube. On this weekend, the mother video taped several of her 20-year-old son's rides on the tube which show the kite tube in the air as well as crashing down into the water and throwing her son off. No injuries occurred this weekend. Attached as Exhibit "C" is a copy of this video. The first four chapters of the tape are footage from May 28th.

On June 3, 2006, the father again went out to their cabin with his wife and sons. He inflated the kite tube to maximum and attached the tow rope at the 60 foot length. On this day there was a slight breeze and the first to ride on the tube was his 20-year-old son. His 21-year-old son rode on a skee-doo along side the boat. Also present in the boat was the mother who was video taping. The father stated that during this ride, they were able to get the kite tube off of the water on several occasions without incident. The ride lasted about 10-15 minutes as it was hard for the rider to hold onto the handles of the kite tube much longer and the tube needed to be somewhat re-inflated from the cold water. Attached as Exhibit "C" is a copy of this video. Chapters 5-7 are of the 20-year-old son earlier in the day and not of the injury incident.

After this first ride and at about 1:00 PM, the 21-year-old son got on the kite tube with a life jacket and the 20-year-old rode the skee-doo along side. The father related that during this ride they hit speeds of up to 30 mph and were able to get the kite tube off of the water on several occasions without incident. After about five minutes of riding, the kite tube was up in the air when it tipped to the side and came down hard into the water knocking off his son. Attached as Exhibit "C" in chapter 8 of the home video is footage of this injury incident.

From the 21-year-old who is 5'9" and 170# perspective, he stated that he got on the kite tube in the middle of the river and put his feet in the middle pockets and his hands on the middle handles. As they started off, the son pulled on the middle rope to lift the front of the tube out of the water so that water would not get on top of the tube.

As they got going, the son held onto the tube handles and pulled back on them to lift the front of the tube so that it could get air to lift off the water. The son related that for about five minutes, they were able to get the kite tube to lift off the water and then go back down and touch the water. He added that at times he would reach 30 feet in the air before the tube would come back down. On the final lift off, the tube made a 'swoop' in the air at 25 feet and then came down hard on its side to the water. When the tube hit the water the son was knocked off. The son stated that he was a running back in high school football and never received a hit as hard as the one when he hit the water. He added that the wind was knocked out of him and he was coughing up blood. At this point, the 21-year-old son decided he was finished for the day, rode the skee-doo back to the cabin and

drove back home. The son related he continued to cough up blood for several hours before it stopped that evening. He added that his whole body hurt from the impact.

The 21-year-old son reported that there is a window on the kite tube which is there to allow the rider and driver of the boat to see and signal each other; however, you cannot see through the window as it is cloudy. He added that when you are up in the air on the kite tube, there is nothing you can do to change the direction of the tube or make it come back down. The son related that he thought he would have more control as he had on the five foot tube. He added that when the kite tube is in the air, everything happens within a matter of seconds and you are merely along for the ride and have no control.

Later in the day, the 20-year-old son decided to go for another ride on the kite tube. The father drove the boat as he had in prior rides, speeding up to get the kite tube off the water and slowing down a little when it went too high. The son's girl friend was in the boat as well as the mother. The father related that during this ride they hit speeds of up to 30 mph and were able to get the kite tube off of the water on several occasions without incident. After a few minutes of riding, the kite tube was up in the air about five feet and then suddenly went up to 25 feet. It swooped, tipped upside down and came down hard into the water knocking off his son. There is no video tape of this incident.

After the tube hit the water, the father saw his son floating face down and unconscious in the water. He immediately drove the boat over close to his son, jumped into the water and picked up his son. As they were lifting him into the boat, his son started to come around. At this point, they towed the kite tube back to shore and discontinued use. The father reported that there was no evident damage to the kite tube from the incidents.

From the 20-year-old who is 5'11" and 160# perspective, this was his third ride of the day and he was having fun on the kite tube. He put his feet in the middle pockets and his hands on the middle handles. As they started off, the son pulled on the middle rope to lift the front of the tube out of the water so that water would not get on top of the tube. As they got going, the son held onto the tube handles and pulled back on them to lift the front of the tube so that it could get air to lift off the water. The son related that for a few minutes, they were able to get the kite tube to lift off the water and then go back down and touch the water. He added that on one lift off he was about five feet in the air when suddenly the tube went up several more feet, made a circle in the air and then came down hard to the water upside down. The son hit his back and head on the water and was knocked unconscious. The son recalls getting into the boat and not too much more about the incident.

The 20-year-old reiterated what his brother had said about the kite tube having a window to allow the rider and driver of the boat to see and signal each other; however, you cannot see through the window as it is cloudy. He added that when you are up in the air on the kite tube, there is nothing you can do to change the direction of the tube or make it come back down. The 20-year-old also related that he thought he would have more control as

he had on the five foot tube. He added that when the kite tube is in the air, everything happens within a matter of seconds and you are merely along for the ride and have no control.

The father stated that they stayed at the cabin into the evening. He added that they checked on their 20-year-old son often as they noticed that he was staring a lot. When they asked him how he was doing, he continued to repeat himself with the same answer that his ear was plugged. After talking with the victim's girlfriend who was a nursing student and contacting friends, the father and mother decided to take their son to the emergency room of a nearby hospital to be checked out.

Injuries

On June 3rd at 11:00 PM, the son arrived at the emergency room. The staff asked him questions about his age, what day it was, where he lived and the 20-year-old did not give the right answers to the questions. The victim then had a CAT scan which came back showing no bleeding or swelling. The hospital diagnosed a second degree concussion, prescribed ibuprofen and recommended the victim see his regular doctor on June 5th. They further noted that the victim's memory should start coming back in the next few days.

On June 4th, the mother talked with her 21-year-old son who said that he had found a bump on his side and still hurt all over. The mother mentioned that they were taking his brother to the doctor the next day and the 21-year-old decided to come along.

On June 5th, they went to their family doctor and the memory of the 20-year-old son was checked and appeared to be getting better but he still did not remember the details of the incident. The 21-year-old had a chest x-ray that showed some cartilage between his ribs was out of place and swollen. The doctor stated that nothing was broken and the swelling should go down in the next few days.

During the evening of June 5th, the 20-year-old noticed blood in his urine. The mother called the doctor and he said to bring the son in the next day. On June 6th the 20-year-old son went to the doctor and after running some tests, diagnosed that he had kidney stones. The doctor referred the son to an urologist for examination.

On June 7th, the son went to the urologist, an x-ray was taken and he went home. That evening, the 20-year-old son started to complain side and back pain. The father and mother took him to the emergency room for evaluation. When they got to the emergency room, the pain was starting to subside. The doctor speculated that the kidney stone was starting to move which was causing the pain. He gave the son some pain medication and sent him home. The doctor related that the kidney stone was probably present prior to the kite tube incident but was jarred loose from the impact when the son hit the water.

Since that time, the 20-year-old continues to have side and back pain off and on. The family consulted with their physician and decided to have a dye test performed on their son to locate the kidney stone. This test is scheduled for June 23rd. Attached as Exhibit "D" are copies of both sons' medical records noting the injuries, diagnosis and treatment.

On June 5, 2006, the father called the marine center where he purchased the kite tube and reported the incidents. He added that they were not doing anything impractical with the kite tube, only trying like everyone else to get it to fly. The father reported that the kite tube was too unpredictable and unstable in how it performed. He added that the kite tube reacts to changes in tube inflation, speed of the boat and wind which is the most uncontrollable factor. The marine center told the father to bring the kite tube back and that they have had other returns too. The marine center offered a partial refund which was 80% less of purchase price or $320. The father took part of the refund in merchandise and part in cash.

These injury incidents were brought to the attention of the U.S. Consumer Product Safety Commission through a television news article. In this article the girl friend of the 20-year-old son reports the kite tube injury incident. This investigator received this assignment on June 15, 2006 and contacted a number of law enforcement authorities before locating the girl friend of the 20-year-old male victim. On June 20th, this investigator conducted an on-site interview with the girl friend and 20-year-old victim and on June 21st this investigator conducted an on-site interview with the 21-year-old victim and his parents. During the interview with the parents, the father reported that he believes the kite tube is not safe as it is too unpredictable and unstable in how it performs. He added that the kite tube reacts to changes in tube inflation, speed of the boat, rider experience (including age, weight & height) and wind, which is the most uncontrollable factor.

On June 20th and June 21st, this investigator went to the marine center where the kite tube had been purchased to obtain product information on the kite tube. The sales staff stated that they began selling the kite tube the second week of January, 2006 and estimated that to date they have sold about 38 of the kite tubes. The staff related that they have only had one return and have not received any other complaints. In regards to the one return which was from the consumer in this report, the staff had seen the video clip showed on the television news. They related that the kite tube was under inflated and that it appeared the consumer was going too fast (40-50 mph) and should not have gone faster than 25 mph which caused the incident. The sales staff allowed this investigator to take photographs of a kite tube on display that was inflated and hanging from the ceiling. The sales staff also provided copies of the instructional video, product literature, catalog advertising and the 2006 catalog of products sold by the manufacturer of the kite tube. However, the kite tube was not featured in this catalog. Copies of this product information are included in Exhibit "B".

The kite tube has the following features:

- **120 inch inflated diameter (10 feet) with slanted saucer configuration.**
- **840D full body nylon double skin cover with PU coating.**
- **Computerized double stitched sewing.**
- **Nylon zippered openings for bladder insertion and adjustment**
- **Multiple mesh drain ports, bar-tacked.**
- **Two heavy-duty PVC bladders-outer ring and slotting cockpit.**
- **Reinforced towing system with molded aluminum connector for easy quick connection.**
- **Speed safety valves for fast easy inflation and deflation.**
- **Parallel slotting system with non-slip footsteps and neoprene padding for comfortable foot, knee, and leg use.**
- **8 padded, non-slip handles with knuckle guard.**
- **Heavy-duty starting leash with easy grip sponge balls.**
- **Reflective Safety Piping on all handles and on the outside top taping.**
- **Variable loops for detachable leash use.**
- **Panoramic see through double windows.**
- **Adjustable length style 45-55-65 foot segmented tow rope included.**
- **High visibility, billboard style, red and yellow watersports safety colors with checkerboard and caution accent striping**
- **Instructional DVD, tow rope and starting leash included.**
- **90 day warranty**

Warnings

The kite tube has warnings noted in its instructional DVD, product literature and printed directly on the kite tube top surface. The warnings on the kite tube are reiterated as follows:

WARNING
To lessen your risk of serious injury or death, follow these rules:

- **Not a Lifesaving Device.**
- **Never Leave Children Unattended.**
- **Use Only Under Competent Supervision.**
- **Read the owner's manual carefully before using your Sportsstuff towable.**
- **Not for use by children under twelve (12) years of age.**
- **The watercraft driver is responsible for the towable and rider(s) since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.**
- **Always have an experienced operator (driver) at the helm of the watercraft.**
- **Always have three or more people present for safe tubing: one to drive, one to observe, and one or more to ride.**

- Observer in the boat should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other watercraft, boats, swimmers, towables, and other obstructions in the water.
- Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water, and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Do not use at speeds that exceed the skills of the rider. Never exceed 20 mph when towing adults or 15 mph when towing children.
- Use a tow rope specifically designed for towables.
- Never operate the watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness. Ensure that the tow rope is clear or all body parts prior to or during use.
- Riders should keep arms and feet out of the water.
- Always wear a U.S. Coast Guard (USCG) approved type III (PFD) ski vest or as recommended by proper government authorities.
- Do not exceed the manufacturer's recommended number of riders for this tube.
- Do not u se this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling three people, and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
- The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller liable for any loss, damage, injury, or expenses of any kind arising out of the use of this product. It is the responsibility or the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear, and deterioration from the use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

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KITE TUBE BOAT DRIVER

To lessen your risk of serious injury or death, follow these rules:

- Driver should be at least 16 years of age and pass a coast guard approved boating course.
- Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.

- Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
- Maintain constant communication with spotter about the Kite tube and its performance.
- Adjust boat speed to reduce the height of the Kite tube.
- The Kite Tube is unlike any other towable tube. It can sustain flight at various heights for long periods of time.
- Wind, boat speed, rider weight, and length of rope are big variables in Kiting performance.
- Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
- Never Kite higher than you want the rider to fall, adjust your speed.
- Avoid excessive boat speed at all times.
- Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
- Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
- Give-way to all other watercraft, especially sailboats.
- The Kite tube can sustain flight with steady head wind and boat speed. Head into the wind.
- Be aware of cross winds and wind gusts.
- Use the large, panoramic window to monitor and communicate with the rider.
- Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
- Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out. As the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
- Most boating accidents happen in less than 2 seconds.
- Reaction time varies from 120 to 255 feet of boat length.
- Do not be in-attentive. Do not let your mind wander. Focus on what you are doing.
- Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
- Don't Kite in electrical storms.
- The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
- Instruct all riders of rules and warnings, plus how to ride.
- In riding position, the rider and tube are at a 45° angle to the water's surface.
- Avoid floating objects and all immoveable objects.
- All riders should be towed at speeds that allow for reasonable control.
- Avoid submarining the towable when first starting out or on spills.
- Slow boat down to 5 mph to turn around and pick up the rider.

- In many cases when the rider falls off, the Kite will continue to be airborne.
- Don't be a gunner, slamming the throttle forward and forgetting about the towable and your rider. Focus.
- In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite tube will Kite in, but remember the Kite tube is designed to Kite into the wind.
- Do not throw away your owner's manual. You must review periodically and especially when allowing others to use or borrow your Kite tube.
- Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
- Don't overload your boat with a lot of passengers.
- Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff until the boat reaches planing speed and lift occurs on the Kite tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately otherwise you will create too much drag on the boat and tube, causing something to break.
- Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5 mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
- It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
- Experience safe Kiting.

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WARNING
KITE TUBE RIDER
To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.

- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability. Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planning speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines, and other immoveable objects.
- Be aware of natural wind breaks and barriers that change the wind flow.
- Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
- Maximum 1 rider capacity.
- Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
- Balance to minimize movement while airborne. Too much movement can cause the Kite tube to become wobbly and over turn. Maintain a good center of gravity.
- 10 and 2 o'clock are the best control hand positions.
- Hang time, Kite time, can be 1 second to many minutes.
- Length of hang time depends on the wind, boat speed and rider weight.
- A straight boat heading into the wind creates the optimum Kiting performance.
- Ballet performance is what you are looking for (up and down).
- Use the large panoramic window to see the boat and to view rider height.
- Force the tube down by pushing your weight down with a swift motion.
- Use your position within the slotting system cockpit to adjust pitch or the angle by which the nose of the tube is inclined up or down from the horizontal.
- Use the handles to adjust left to right balance.
- Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
- Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
- Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
- A rider that falls or is ejected should try to fall away from the Kite tube.
- Experience safe Kiting.

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WARNING
KITE TUBE USE
Release of Liability:
By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks or injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.
110806.03 **©Sportsstuff, Inc. 2005**

<u>ATTACHMENTS</u>

Exhibit "A" – Pictures and photographs of kite tube, product information and warnings on the tube as well as the boat used to pull the kite tube.

Exhibit "B" – Copies of the instructional video, product literature, catalog advertising of the kite tube and the 2006 catalog of products sold by the manufacturer of the kite tube. (The video, all of this product literature and advertising will be sent directly to the Compliance Officer.)

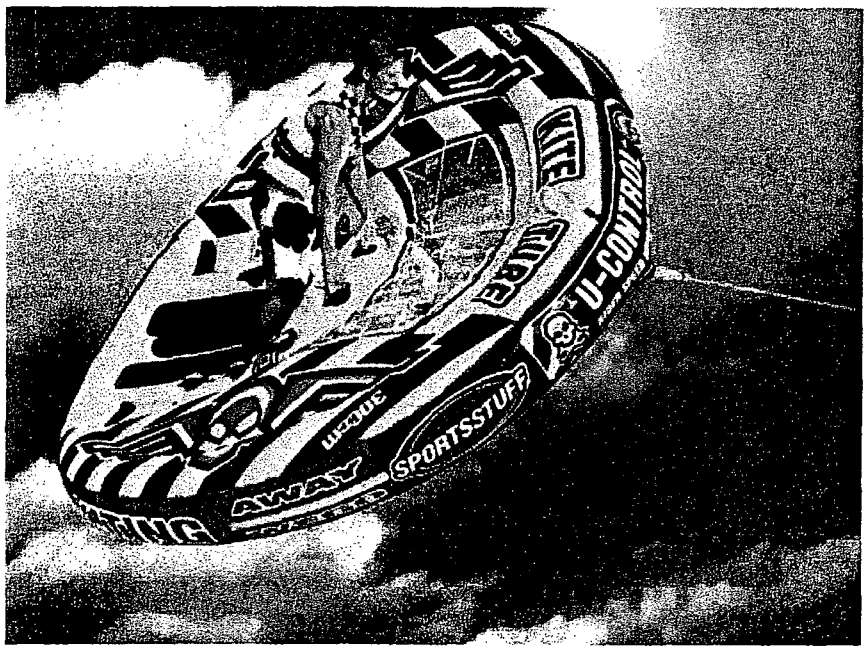
Exhibit "C" – Copy of the home video taken by the mother on May 27, 2006 and June 3rd of her 21-year-old son's injury incident. (Video will be sent directly to Compliance Officer.

Exhibit "D" – Copies of the medical records of the 20-year-old son and 21-year-old son.

Exhibit "E" - Authorization to Release Name forms.
Father – No
Mother – Yes
20-year-old son – Yes
21-year-old son - Yes

Exhibit "F" – Contact List

IDI 060614HCC3602 – Exhibit "A" – Wego Kite Tube – Picture off Sportsstuff, Inc. Internet site.



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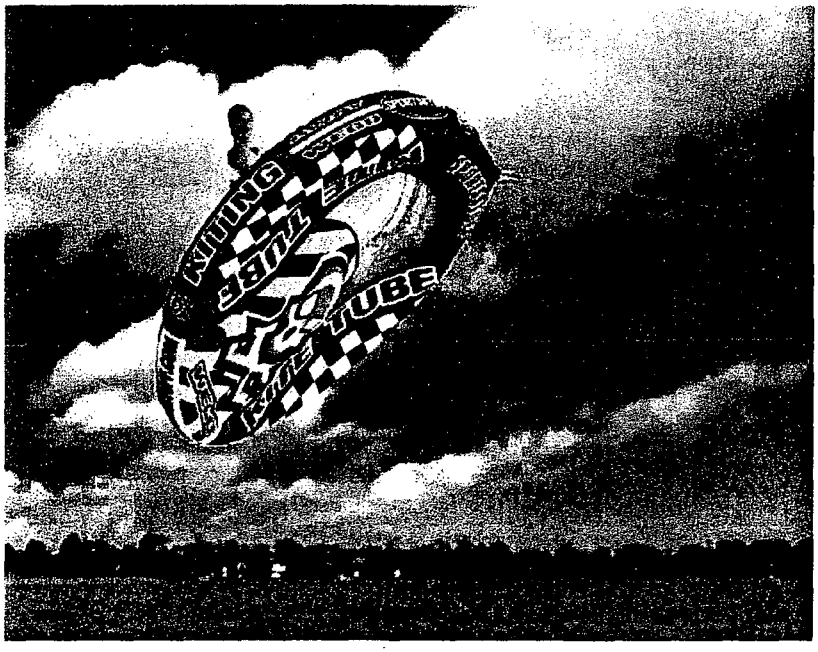

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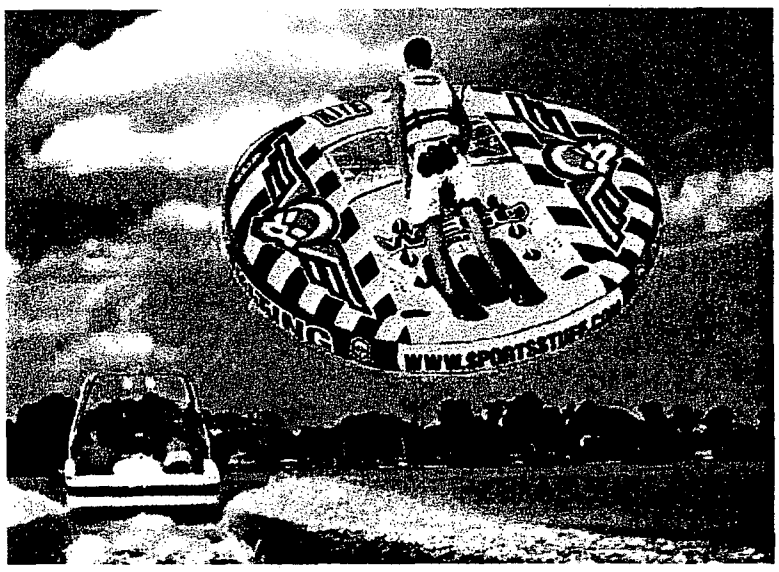

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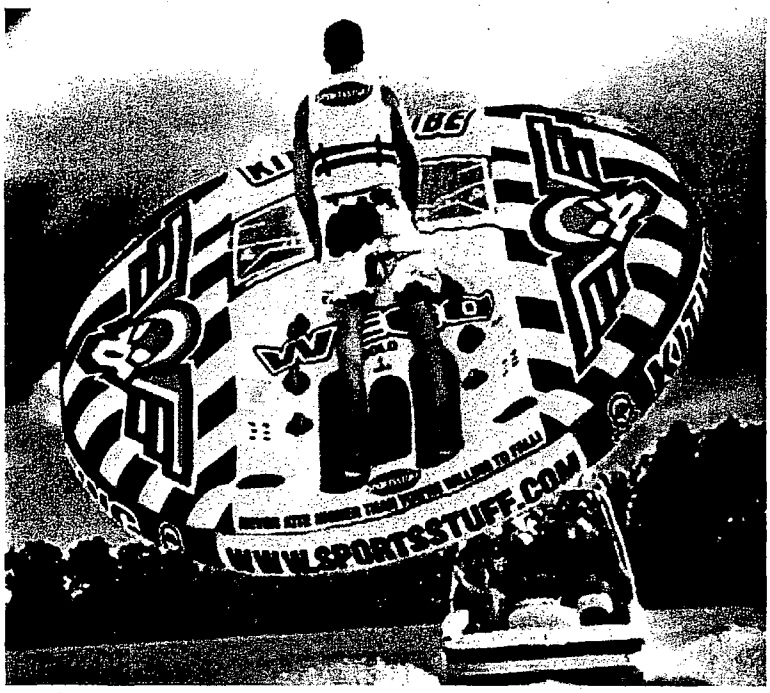

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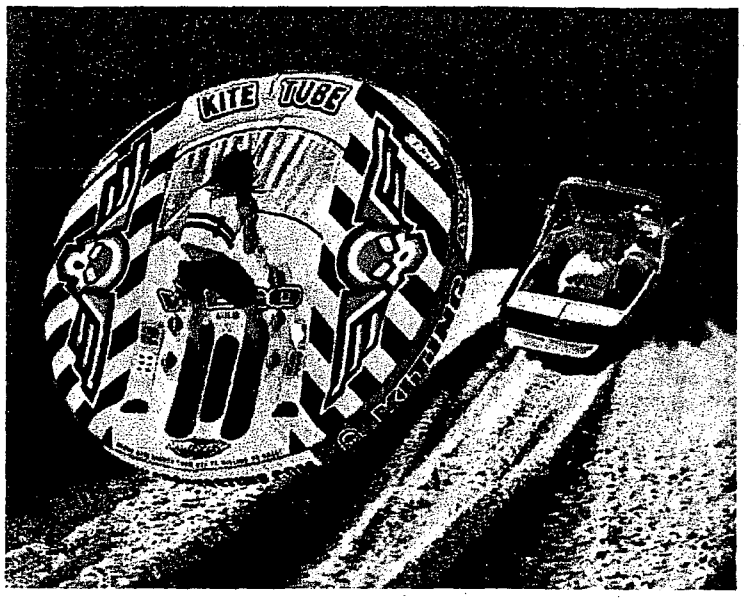

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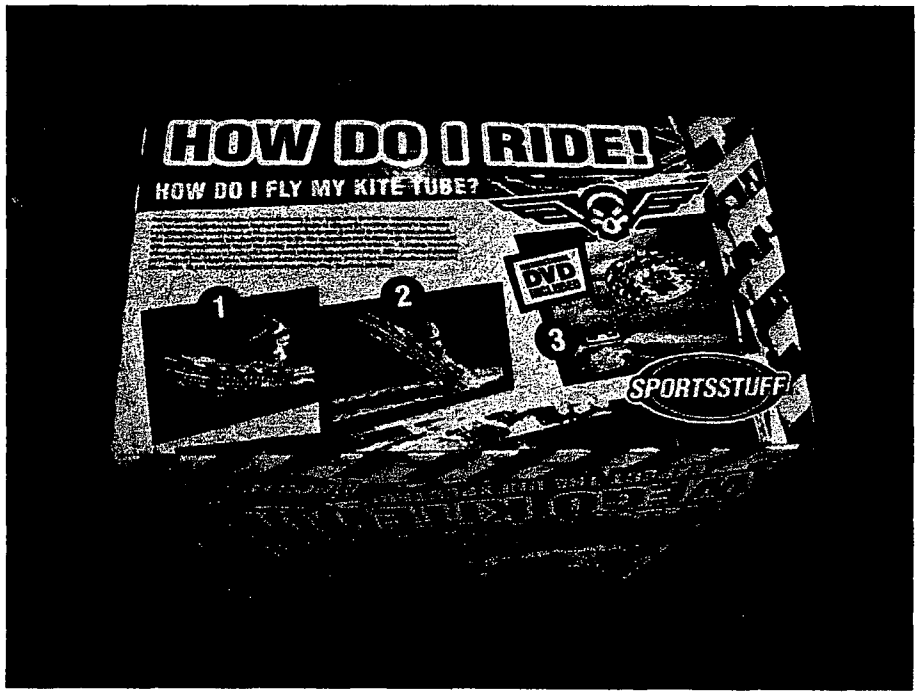
IDI 060614HCC3602 – Exhibit "A" – Wego Kite Tube – Packaging and product information.



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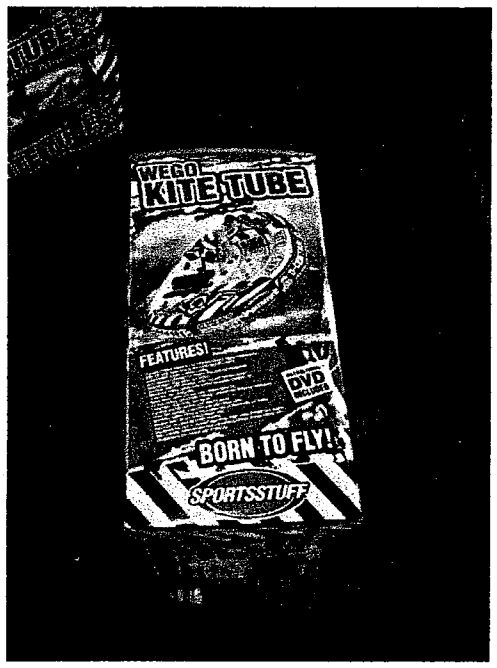

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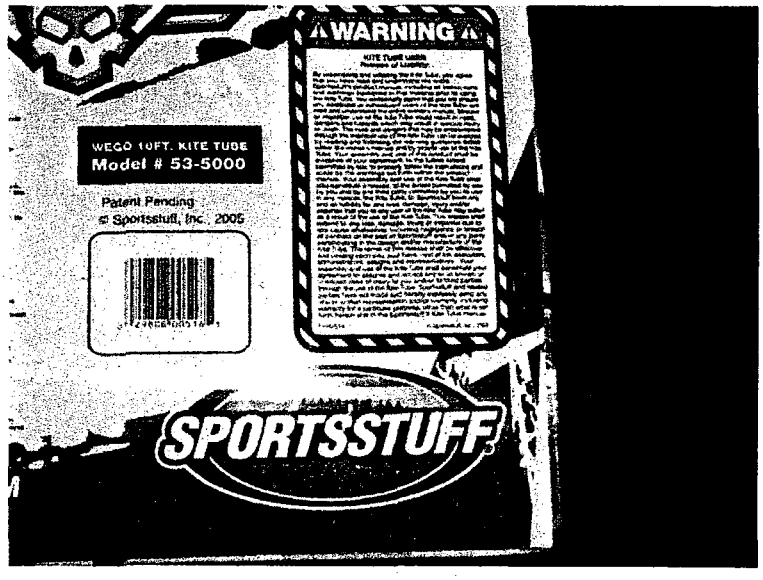

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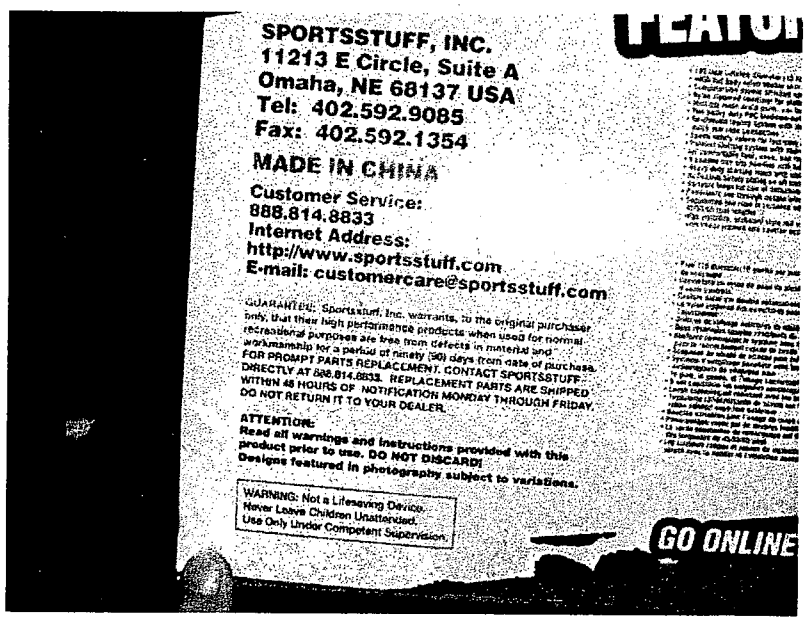

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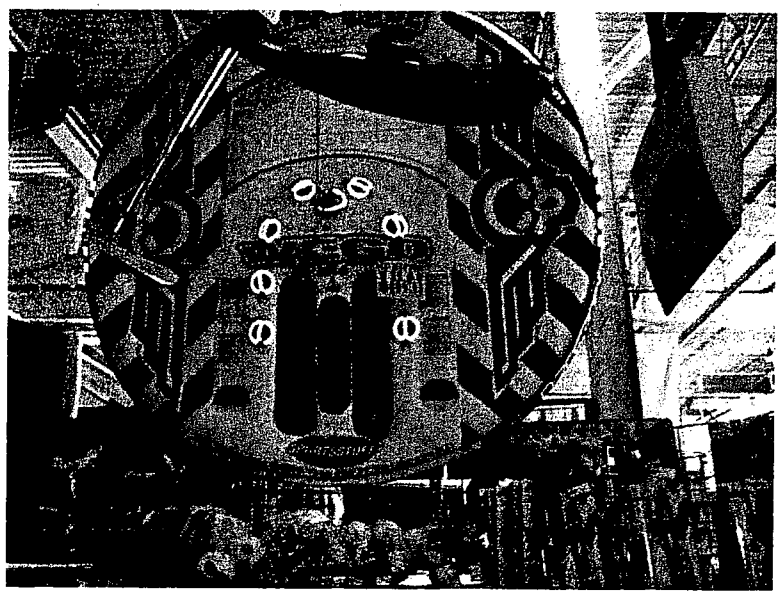
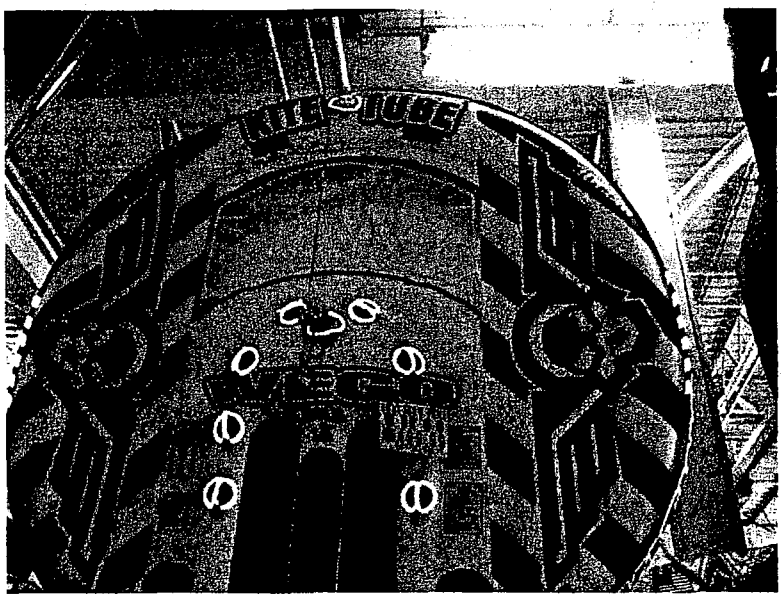
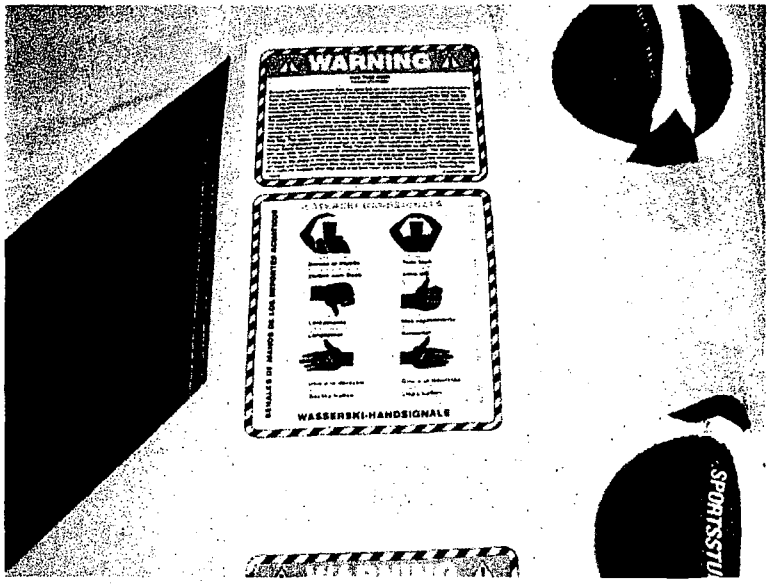


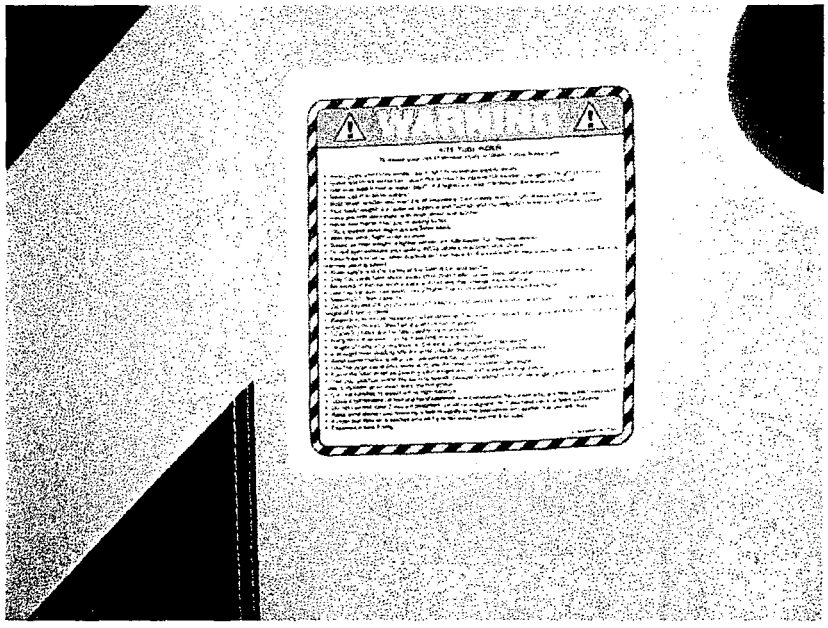
IDI 060614HCC3602 – Exhibit "A" – Wego Kite Tube – On display at retail store.



IDI 060614HCC3602 – Exhibit "A" – Wego Kite Tube – On display at retail store. The white box near the top is a see-through window. The rope with the tennis balls hanging from it is for the rider to pull on causing the front end to rise and lift off the water.



IDI 060614HCC3602 – Exhibit "A" – Wego Kite Tube – Warnings



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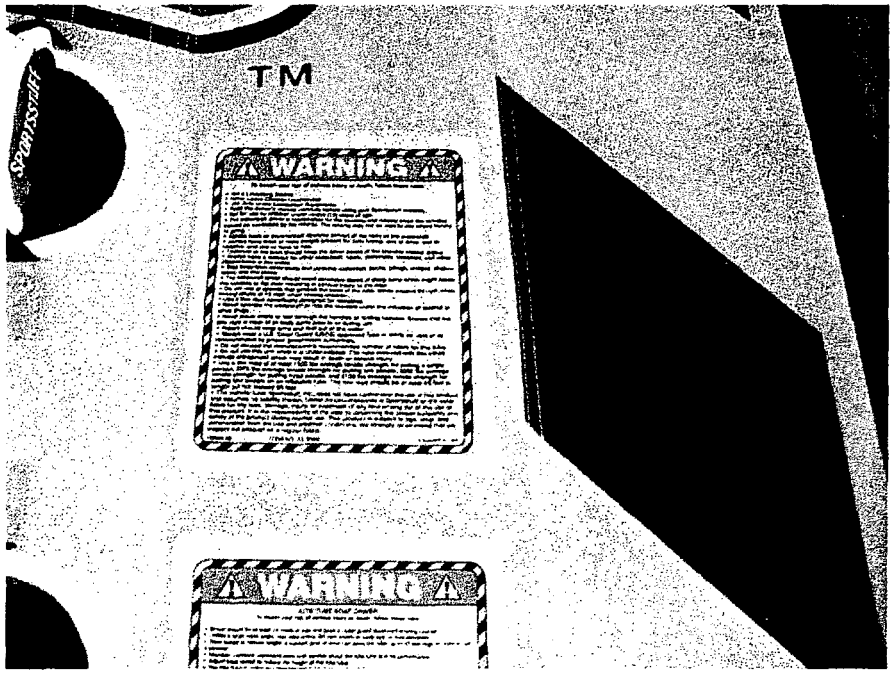

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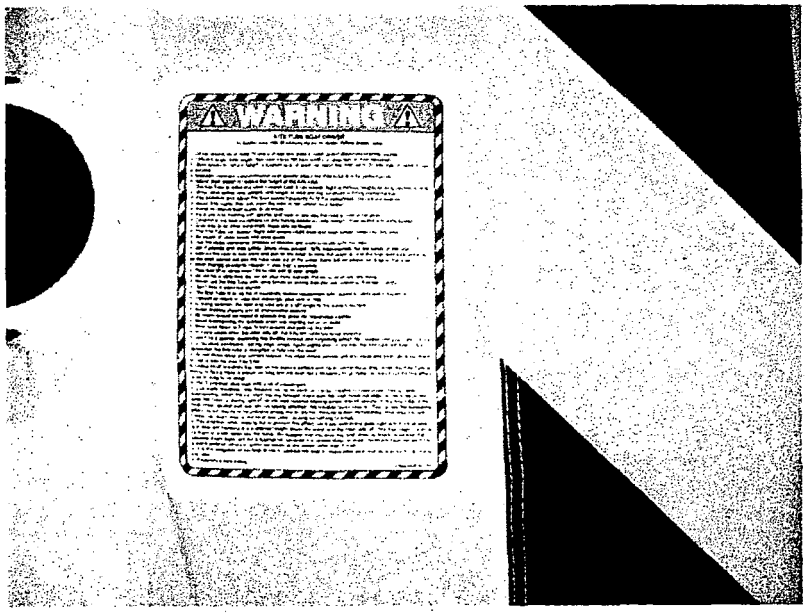

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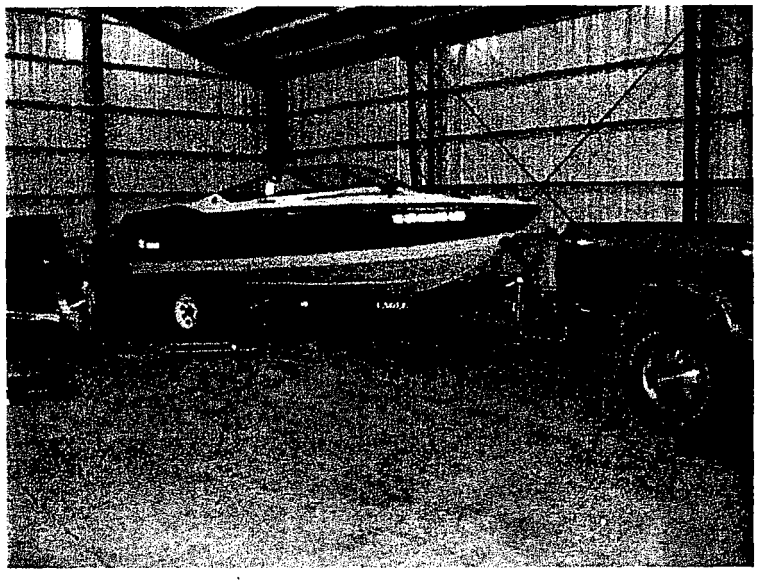
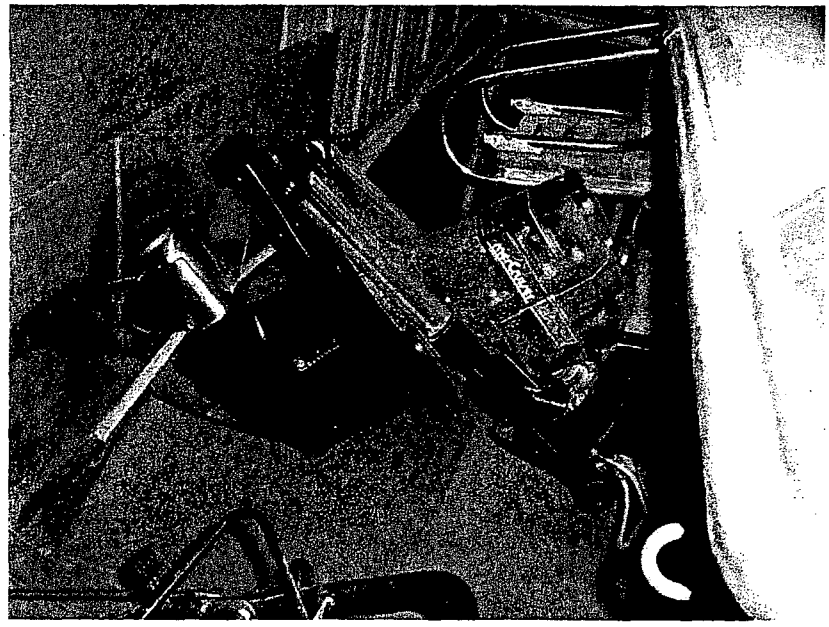
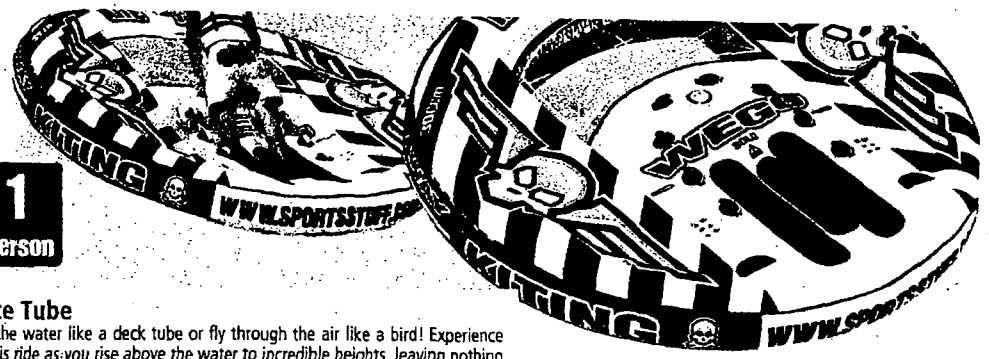


IDI 060614HCC3602 – Exhibit "A" – 1990 17 foot Well Craft Inboard/Outboard open bow sport boat.



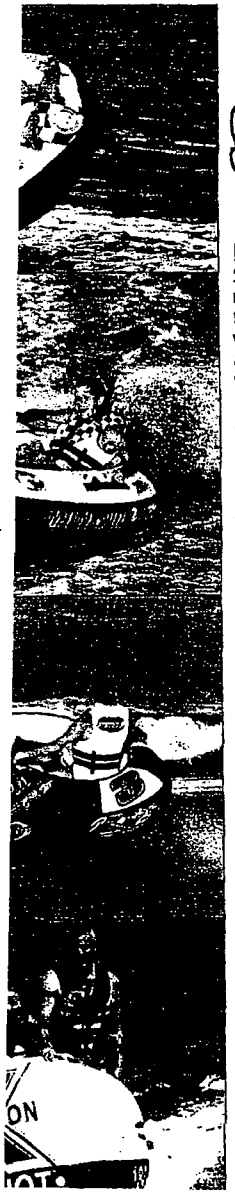
IDI 060614HCC3602 – Exhibit "A" – 165 hp MerCruiser motor on the 1990 17-foot Well Craft Inboard/Outboard open bow sport boat



Wego Kite Tube

Whip across the water like a deck tube or fly through the air like a bird! Experience *the thrill of this ride as you rise above the water to incredible heights, leaving nothing* but adrenaline in your wake. Designed with 840-denier nylon double skin cover with PU coating, double stitching, two heavy-duty PVC bladders, speed safety valves, reinforced towing system, 8 padded handles with knuckle guards, neoprene padding for comfortable knees and legs, and double panel panoramic see-thru window. 120" diameter. **Not recommended for anyone under 12 yrs. of age, less than 100 lbs., or under 5' tall. Max. weight: 200 lbs.**

		Overton's
12063	Wego Kite Tube	499.99



SPORTSSTUFF

Patriots

Show your allegiance and stand for freedom with the bran new winged Patriot Series. These heavy-duty nylon covere tubes feature multiple handles, cockpit seating, an winged sides that allow riders to get awesome wak action. Durable designs provide stability through fas whips. Reflective safety tape is easily noticed on the water.

		Overton's
A. 12051	Patriot Single, 68"L x 63"W	179.9
B. 12052	Patriot Double, 77"L x 89"W	269.9
C. 12054	Patriot Triple, 84"L x 116"W	359.9

Motopods

With the Motopods you and your friends can get on th water with a great ride at a great price. The air-cushione inflatable floors make this exciting ride just as comfortabl Heavy-gauge PVC bladder, double-stitched nylon parti cover, and single chamber inflation. Motopods also offe double-webbing foam handles with knuckle pads, spee safety valve, and reinforced tow system.

		Overton'
D. 11603	Motopod F1, 66" x 48"	139.9
E. 11604	Motopod F2, 66" x 80"	199.9
F. 11605	Motopod F3, 84" x 104"	279.9

G. Chariot Excursion

Big enough for three riders, this huge chariot is ready f action. Ride it standing, kneeling, or sitting, either way will be a ride to remember. Constructed with heavy-gaug PVC bladder, two chambers, and a full nylon cover wi zipper. Features double-webbing foam handles wi knuckle pads, protective knee pad, multi-speed valv reinforced tow system, and offshore boarding handles. 77 dia. x 36"H.

		Overton's	SAL
18663	Chariot Excursion	329.99	199.9

Patriot Towables

Grab your friends and get ready for more fun than you can handle on these unique patriotic towables. Reclined *seating with inflated backrests and air-cushioned inflatable* floor provide an extra comfortable ride. Multi-speed valve for easy inflation/deflation.

		Overton's
H. 17729	Duo Patriot, 66" x 80"	199.99
I. 18603	Trio Patriot, 79" x 115"	299.99

J. Mega-Bowl

The Rock-N-Roll 1-person Mega Bowl is filled to the brim with action-packed enjoyment! The first ever bowl-shaped towable can be rocked back and forth and rolled side to side as you barrel your way across the water. Or just kick back inside its spacious and comfortable interior. Attach up to 4 Mega-Bowls together so everyone can join in on the fun! 68"L x 58"W x 26"H.

		Overton's
12094	Mega-Bowl	199.99

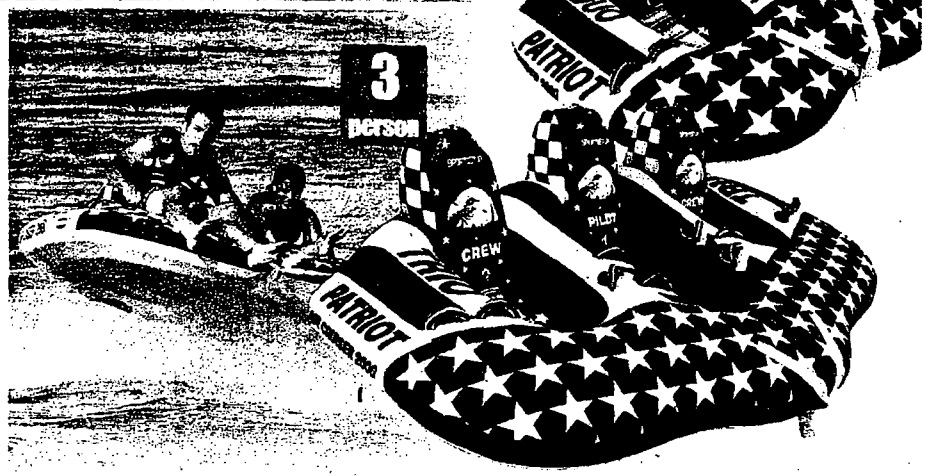
K. Crazy 8

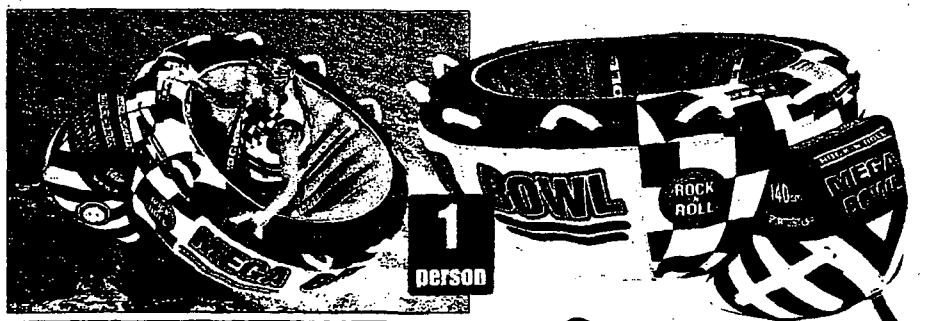
This 2-person towable will bring out the kid in anyone. This versatile tube provides 2 towing points which allow you to tow from the center or the side of the tube for two distinctly different riding experiences. Features heavy-gauge PVC tube with durable nylon cover and comfortable webbing foam handles with knuckle guards. Recessed speed valve for easy inflation/deflation. 75"L x 48"W.

		Overton's
12355	Crazy 8	129.99

INFLATING TOWABLES

Proper inflation of towables is important for providing the best performance as well as preventing excessive stress on seams. To get just the right amount of air, pay close attention when inflating. In general, the tube is full when it is very firm. Covered tubes should be free of wrinkles. When an adult stands on the tube, it should only sink a couple of inches. To achieve this level of inflation, the PVC must stretch. However, just as under-inflation is a problem, over-inflation will cause undue stress on seams. Watch carefully when inflating, and stop as soon as the tube is firm and the cover is smooth.





Mild | Wild

In an effort to help you choose the towable which best fits your needs, the towables throughout this section have been rated. Whether you are looking for a mild ride or a wild ride, Overton's has a towable for you. Remember, the greatest factors in how a

Don't forget your pump.

1997

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making th most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, tc the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the parl of Sportsstuff and/or any party participating in the design and/or manufac-ture

⚠ KITE TUBE DESCRIPTION ⚠

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

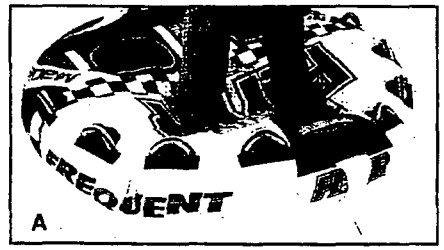
⚠ KITE TUBE SPECIFICATIONS ⚠

- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

⚠ KITE TUBE ASSEMBLY AND INFLATION ⚠

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles in the cover when the tube is properly inflated.

IMPROPER INFLATION



PROPER INFLATION

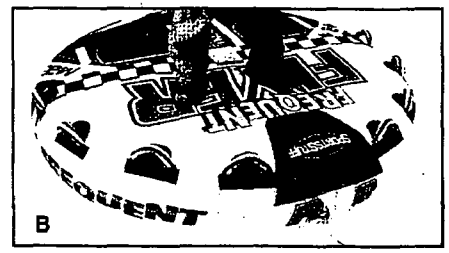


Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to stretch. The boat/watercraft cannot plane off and extra gas is consumed.

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it sit on the beach, dock, or boat/watercraft full of air! If it is stored out of the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- Leaf Blower
- Vacuum with two-way switch

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use withstandard electric pumps, shop vac, wet vac, leaf blowers,and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) totop off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unitwill inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on theslotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

⚠ KITE TUBE CARE AND MAINTENANCE ⚠

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep ir a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cove and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

⚠ KITE TUBE TETHER TOW ROPE ⚠

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous tow able tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL.
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you use a low tow point on the rear transom of the boat or tow hook.

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height above the water and can get thrown higher. At a boat speed of 10 and 20 mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the ball/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and other immovable objects.
- Be aware of natural wind breaks and barriers that change the wind flow.
- Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
- Maximum 1 rider capacity
- Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
- Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
- 10 and 2 o'clock are the best control hand positions.
- Hang time, Kite time, can be 1 second or many minutes.
- Length of hang time depends on the wind, boat speed and rider weight.
- A straight boat heading into the wind creates the optimum Kiting performance.
- Ballet performance is what you are looking for (up and down).
- Use the large panoramic window to see the boat and to view rider height.
- Force the tube down by pushing your weight down with a swift, sitting motion.
- Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
- Use the handles to adjust left to right balance.
- Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
- Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
- Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
- A rider that falls or is ejected should try to fall away from the Kite Tube.
- Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Driver should be at least 16 years of age and pass a coast guard approved boating course.
- Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
- Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
- Maintain constant communication with spotter about the Kite Tube and its performance.
- Adjust boat speed to reduce the height of the Kite Tube.
- The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
- Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
- Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
- Never Kite higher than you want the rider to fall, adjust your speed.

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45º angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.
• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

1502

⚠ WIND SPEED AND EFFECT ⚠

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at:http://www.sportsstuff.com

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

1503

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under six (12) years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

7051

tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
• The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
• Always wear a U.S. Coast Guard approved Type III (PFD) ski vest or as recommended by proper government authorities.
• Use this product only on water.
• Know your limits. Stop when you're tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable.
• Do not use this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.

The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller, liable for any loss, damage, injury or expenses of any kind arising out of the use of this product. It is the responsibility of the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear and deterioration from use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

REPLACING PRODUCT PARTS:

If a leak or problem is suspected with your tube, locate the valves,deflate the item and remove the inflatable PVC bladder to inspect possible problem areas. Contact Sportsstuff warranty department for prompt parts replacement if a problem is located. For non-warranty parts replacement, follow the same procedure. When a replacement is received, follow the steps below:

1. Unfold the cover and lay the bladder out.
2. Locate the bladder and the inflation valve. Carefully place the PVC bladder inside the cover of the product in the appropriate location.
3. Line up the valve with the valve opening in the cover.
4. Refer to the WEGO manual for further assembly information.

MAINTENANCE:

Very little care is required for the bladder or cover.
• You may clean your towable using soap and water or mild detergent.
• Never use strong cleaning agents.
• The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight.
• To deflate, simply unfasten the entire valve from the base.
• Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
• Bright colored fabric covers used on the towable may bleed or fade when initially wet. Protect all boat interiors and all other surfaces from possible staining.

TOW ROPE RECOMMENDATIONS FOR SPORTSSTUFF PRODUCTS:

• The watercraft owner/operator is responsible for informing all the persons riding or using tow ropes of the WSIA Recommendations for tow ropes. Improper use of your tube and rope could result in serious injury or death.
• Following are the WSIA (Water Sport Industry Association) Recommendations for tow ropes (Do not exceed recommended rider capacity for your tube):

Number of Riders	Combined Weight of Riders	Rope Tensile Strength
One	min 100lbs - max 200 lbs	1500 lbs

• A standard tow rope should not exceed 65 feet.
• The tow rope should be assembled in a manner appropriate for the watercraft and tow tube.
• Please check all rope connections for frays, cuts, sharp edges, knots and wear and tear before each use. Discard any ropes that appear to be worn. It is recommended that you replace each tow rope at the beginning of the boating season.
• Tow ropes are subject to stretching during use. Please warn riders and persons in the boat/watercraft of the danger of ropes recoiling.
• DO NOT place arms, legs or head in the handle section as serious injury may result
• Ensure that the tow rope is free from all body parts prior to towing a rider and while the tube is in use.
• Do not use a tow rope with a bungee material to pull skiers or riders. This type o apparatus could also result in serious injury or death to the tube rider or passengers in the boat/watercraft.
• Ropes will deteriorate with direct sunlight exposure. Please store away from direct sunlight and discard any rope that is frayed, discolored or raveling.
• Do not add hardware to this product that is not supplied by Sportsstuff.
• Avoid the propeller and engine at all times. Should the rope become tangled in the propeller, shut off the engine and remove key from ignition before retrieving rope from propeller.

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

• When using a Sportsstuff product, you are engaging in an exciting recreational activity with inherent risks. Act responsibly and only use your product with the awareness of and willingness to accept the risks involved.
• Read all instructions and warnings provided to you in this owner's manual and those printed on the product. Do not discard this manual.
• As in any recreational activity, reckless use, misuse, inexperience and/or neglect of the proper equipment used may result in serious injury or death.
• Visually inspect the towable and tow rope before each use. Do not use if product or tow rope is damaged in any way.
• This product is NOT for use by children under 12 years of age.
• Never leave children unattended. Use only under competent supervision.
• Sportsstuff products are NOT to be used for rental use.
• Do not consume alcohol or other drugs while using this product. Even small quantities of alcohol and other drugs can impair judgment, balance, and coordinatio which can greatly affects one's performance.
• Make sure all riders are wearing a U.S. Coast Guard Type III (PFD) approved life vest at at all times.
• Be conscious of the weather conditions as weather changes can occur very quickl
• Check with your state or local government to learn their specific legal requirement: concerning towables and towing.
• Use tow ropes that are designed specifically for towables with WSIA (Water Sports Industry Association) break strength guidelines.

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

• The boat/watercraft driver has the ultimate responsibility for the safety of the riders.
• Carefully survey the water before you begin towing riders.

- Do Not pull a towable without a rider. A towable is designed to have a rider in order to balance the weight distribution of the product
- Be aware of water conditions along with changes in the weather. The condition of the water greatly influences the type of ride the rider will have. Please take into consideration the age and physical ability of your rider.
- It is the boat/watercraft driver's responsibility to instruct the riders how to ride a towable. The boat/watercraft driver should carefully instruct the riders of potential risks and possible injury that may occur if they partake in careless behavior.
- At the beginning of the ride, carefully take the slack out of the tow rope. Never jerk start a towable. After the rider has signaled that he/she is ready, the driver can slowly bring the towable to a planing point.
- Most towables will plane out at 10 to 20 mph, depending on the weight of the rider. It is important to keep the nose of the item up until the item is planing.
- The resistance of the product varies widely with these factors: boat speed, turns, water conditions, number of riders and their weight, towable size, shape and function. The boat/watercraft driver should adjust the boat speed to fit these situations to minimize resistance of the towable.
- Use in wide, open spaces. Stay at least 100 yards from shallow water, shore, rocks, boats, docks and buoys. Most accidents happen on turns and in congested areas.
- The boat/watercraft driver determines the speed and the action of the towable in turns and when crossing the boat/watercraft wake. In the straight-a-ways, the boat/watercraft towing speed is the same as the towable speed. The towable speed will increase when the boat/watercraft makes a 90 to 180 degrees turn without increasing the boat/watercraft speed. If the boat/watercraft speed is 20 mph, the towable speed can be 30-40 mph. The "slingshot effect" sends the user outward from the center of the towable. Be aware of the limitations of the rider.
- Large wakes combined with the wave action and speed can contribute to a rough ride. Use a safe speed that enables the towable to plane out. The boat/watercraft driver should adjust the boat/watercraft speed and turns to fit the water conditions and the age, experience, skill and physical strength of the rider.
- Excessive speed or sharp turns might cause the tube to flip over abruptly, possibly causing serious injury to the rider.
- If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
- Under normal conditions, the maximum safe speed for adults is 20 mph. Safe speeds for children are less than 15 mph, depending on the age and physical capability of the child.
- Please make sure your boat/watercraft is tow-worthy and has the appropriate horsepower to pull rider(s) and the tow tube. Do not exceed the boat/watercraft passenger capacity.
- Extreme drag forces can develop when pulling this tube. Please use towable in calm water. Heavy waves or choppy conditions can create more drag or even result in a submarine or anchor effect.
- Extreme drag forces may also result if: the rider(s) fall off, the tube noses in or tips over and water fills cockpit/seating area. The boat/watercraft operator should immediately slow or stop to eliminate this factor.
- Death or serious injury can result from the submarine or anchor effect causing more extreme drag forces on the tow rope and/or tow point. The tow rope might have too much stress and either break and snap back at the rider(s) or other occupants of the boat. It is the boat driver's responsibility to make sure this does not occur.

- Do not exceed the weight guidelines of your boat. Do not allow passengers to hang outside the boat or side on the gunwales (sides/edges of the boat) outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales (sides/edges of the boat) of the boat.

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

- Tow/Ski towers are not designed for use with any inflatable tube towing.
- Use only lifting eyes/transoms or tournament-rated ski pylons for towing tubes.
- Consult your boat's manufacturer if you are unsure of it's tournament rating.
- Do not tow any inflatable from a ski eye.
- Any tow pylon or ski pylon installed after market is not intended for inflatable tube towing.
- Death or serious injury may result if an unapproved ski/tow pylon is used.

⚠ WARNING! SPOTTERS NOTICE: ⚠

- Always use a spotter (observer) in the boat to communicate the needs of the rider to the driver.
- The spotter must be the eyes of the driver and the rider, always alert to recognize possible danger so proper action can be taken to avoid any risk to the rider.
- If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
- The spotter should hold up a safety flag cautioning all other boaters that riders are in the water.

⚠ WARNING! RIDERS NOTICE: ⚠

- Do not use this items as a personal flotation device.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet ir length but not to exceed 65 feet.
- Only use this product with a responsible boat/watercraft operator who knows how to effectively operate the equipment.
- This product should be used in water only. Do not launch from dock or land.
- Do not use near piling, docks, shores or shallow water or other obstructions tha could cause serious injury to the rider.
- Carefully instruct the other riders the proper way to attach rope and operate the towable.
- DO NOT strap or attach arms or legs to cover or tube. Never place hands or feet in between the tube or cover.
- This item has no braking or steering mechanism and can develop high speeds under certain towing conditions. Use at your own risk!
- This product is not a life saving device.
- Take necessary breaks when you are tired.
- Never get near the propeller with the engine running, even if it is in neutral.

GENERAL TROUBLE SHOOTING GUIDE:

Symptom: Product won't hold air.
Solution: Check to see that the valve is fastened properly. Re-fasten valve if needed. Check to see if the product was inflated fully from the beginning. If you suspect it wasn't inflated fully, add more air. PVC Repair Adhesive is available from Sportsstuff at www.sportsstuff.com or 888-814-8833 for small hole or seam repairs.

Symptom: Valve is leaking
Solution: Listen closely to hear if air is leaking. Be sure the valve and cap are screwed in or fastened straight and are tight. Leakage can occur if the valve is not fastened correctly.

Symptom: Product inflates but doesn't become firm.
Solution: Please check to make sure it was inflated firmly with a high volume air pump. If you are sure you inflated it properly, fully assess it for a leak or re-fasten the valve. If a leak is detected, the bladder may be patched by using Sportsstuff PVC Adhesive which can be purchased directly from Sportsstuff.

Symptom: Cover is very loose (Applies only to products with covers).
Solution: Please check to make sure that your product is inflated fully and the tube is in place. The cover should fit snugly over the well-inflated tube. If the cover remains loose, add more air. See also the INFLATION section of this manual.

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at:http://www.sportsstuff.com

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Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code". It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

1501

Place Postage Here

SPORTSSTUFF, INC.
11213 "E" CIRCLE
SUITE A
OMAHA, NEBRASKA 68137 - USA

Sportsstuff, Inc. garantiert dem Erstkäufer für eine Garantiezeit von 90 Tagen ab Kaufdatum, daß ihre Hochleistungsprodukte bei normalem Freizeitgebrauch frei von Material- und Verarbeitungsmängeln sind. Stillschweigende Garantien sind ebenfalls auf eine Garantiezeit von 90 Tagen ab dem Datum des ersten Kaufs beschränkt. In manchen Staaten oder Ländern sind Beschränkungen stillschweigender Garantien auf eine bestimmte Garantiezeit unzulässig. In diesem Fall findet die obige Beschränkung keine Anwendung.

Über die hierin beschriebene Garantie hinaus werden keine *weiteren Garantien gewährleistet. Sportsstuff, Inc. haftet nicht auf* Schadensersatz für Aufwendungen bei der Vertragserfüllung oder für Folgeschäden. In manchen Ländern ist der Ausschluß oder die Beschränkung von Schadensersatz für Aufwendungen oder Folgeschäden unzulässig. In diesem Fall findet die obige Beschränkung keine Anwendung.

Sportsstuff, Inc. prüft alle Garantieansprüche und repariert oder ersetzt im Falle eines Mangels nach eigenem Ermessen das mangelhafte Teil oder den gesamten Kaufgegenstand. Die Rücksendung der Ware kann nur mit einer von Sportsstuff zuvor erteilten Bewilligungsnummer erfolgen. Diese kann man telefonisch oder schriftlich unter der unten angegebenen Telefonnummer bzw. Adresse erhalten. Die Ware muß vorfrankiert mit Kaufnachweis an die unten angegebene Adresse zurückgeschickt werden. Die Bewilligungsnummer muß fett gedruckt außen auf das Paket geschrieben werden.

Diese Garantie gewährt Ihnen bestimmte Rechte. Darüber hinaus können Ihnen, je nach Land, weitere Rechte zustehen.

Diese Garantie findet KEINE Anwendung auf: Produkte, die Gegenstand einer Miete sind, Benutzung zu anderen Zwecken, die nicht als normale Freizeitzwecke angesehen werden, auf *Einstiche, Schnitte, Abschürfungen und Verblassen von Farben als* Folge normalen Gebrauchs, auf Geräte, die infolge eines Unfalls beschädigt wurden und auf andere unangemessene Verwendungszwecke oder auf Schäden infolge unsachgemäßer Lagerung. Leuchtfarben und Neonfarben verblassen, wenn sie für längere Zeit der Sonne ausgesetzt sind. Textilien mit hellen Farben können beim ersten Kontakt mit Wasser auslaufen. Schützen Sie daher die Innenausstattung und alle anderen Oberflächen vor Verschmutzung durch Flecken.

Um diese Garantie in Kraft zu setzen, muß der Käufer die beigefügte Garantieregistrierungskarte ausfüllen und mit dem Kaufnachweis innerhalb von 10 Tagen ab Kaufdatum an Sportsstuff, Inc. zurückschicken. Ausrichtung ist auch an www.sportsstuff.com vorhanden.

Nach Ablauf der Garantiezeit ersetzt Sportsstuff Teile oder Komponenten mit identischen oder gleichwertigen Teilen bzw. Komponenten zu einem Preis, der 50% unter dem zu diesem Zeitpunkt gültigen empfohlenen Ladenpreis liegt, zuzüglich Porto- und Versandkosten. Bestellungen nimmt unser Kundendienst unter der gebührenfreien Rufnummer 888-814-8833 entgegen.

Zur Wahrung der Garantie die beigefügte Garantieregistrierungskarte mit dem Kaufnachweis innerhalb von 10 Tagen ab Kaufdatum an SPORTSSTUFF, INC. einsenden.
ACHTUNG: Nicht zur Benutzung durch Kinder unter 6 Jahren.
ACHTUNG: Diese Garantie ist nur in den USA gültig!

© Sportsstuff, Inc., 2003

WARRANTY INFORMATION

The Distributor and Warrantor of the product is:

SPORTSSTUFF, INC.
11213 E Circle, Suite A
Omaha, NE 68137 - USA
Tel: 402.592.9085
Fax: 402.592.1354

Website: http://www.sportsstuff.com

Customer Service:
888.814.8833
USA ONLY

The following information should be filled in and kept for your records.

Date of Purchase:

Model:

Purchased From:

City: , **State:**

Zip Code: , **Country:**

Tel:

8051

1509

LIMITED WARRANTY

Sportsstuff, Inc. warrants, to the original purchaser only, that their high performance products when used for normal recreational purposes are free from defects in material and workmanship for a period of ninety (90) days from date of purchase. Any implied warranties are also limited in duration to the 90 day period from original purchase date. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

There are no warranties which extend beyond the description on the face hereof. Sportsstuff, Inc. shall not be held liable for incidental or consequential damages. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Sportsstuff, Inc. shall inspect all warranty claims and in the event of a defect, repair or replace the defective part or entire item at its option. A return authorization number must be obtained prior to return by calling the number listed below or by writing to the address on the front of this brochure. Merchandise must be returned, freight prepaid along with proof of purchase, to the address below with the return authorization number in bold on outside of package.

This warranty gives you specific legal rights, and you may also have other rights which may vary from state to state.

This warranty does NOT cover: Products for rental, for hire and other uses not considered normal recreational purposes; and punctures, cuts and abrasions sustained in normal use; and items involved in accidents; and other unreasonable uses or improper storage. Bright and neon colors will fade when subjected to prolonged sunlight exposure. Bright colored fabrics may bleed initially when wet. Protect interiors and all other surfaces from possible staining.

To validate this warranty, the purchaser must fill out and mail the attached Warranty Registration Card along with proof of purchase within ten (10) days from the date of purchase. Registration is also available online at www.sportsstuff.com.

Upon expiration of the warranty Sportsstuff will replace parts or components with an identical or reasonably equivalent part or component for fifty percent (50%) off the then-current suggested retail price plus shipping and handling. To order call customer service's toll free number: 888-814-8833.

To insure product warranty, complete and mail the attached Warranty Registration Card, along with proof of purchase to SPORTSSTUFF, INC. or register via Sportsstuff's internet site, within 10 (ten) days of purchase.

WARNING: Not for use by children under six years of age.
PLEASE NOTE: This warranty is valid in the USA only!

GARANTÍA LIMITADA

Sportsstuff, Inc. garantiza al comprador original solamente, que sus productos de alto rendimiento, cuando se los usa para fines recreativos normales, se encuentran exentos de defectos de materiales y mano de obra por un período de noventa (90) días a partir de la fecha de compra. Cualesquier garantías implícitas también están limitadas en duración al período de 90 días a partir de la fecha de compra original. Algunos estados no permiten limitaciones a la vigencia de las garantías implícitas, así que la limitación anterior quizá no sea aplicable a usted.

No hay garantías que se extiendan más allá de lo descrito en la portada de este documento. Sportsstuff, Inc. no será responsable por daños incidentes ni consecuentes. Algunos estados no permiten la exclusión ni la limitación de los daños incidentes o consecuentes, así que la limitación anterior quizá no sea aplicable a usted.

Sportsstuff, Inc. deberá inspeccionar todos las reclamaciones en virtud de esta garantía y en el caso de ocurrir algún defecto, la reparación o el reemplazo de la pieza dañada se realizará a la sola discreción de Sportsstuff. Es preciso obtener un número de autorización antes de devolver el producto para lo cual debe llamar o escribir al teléfono o a la dirección siguiente. La mercadería debe devolverse, con flete prepagado junto con el recibo de compra, a la dirección que aparece a continuación junto con el número de autorización en negrita estampado en el exterior del embalaje.

Esta garantía le otorga derechos jurídicos específicos, y usted quizá tenga otros derechos que pueden variar de estado a estado.

Esta garantía NO cubre: Los productos para alquiler, arrendamiento y otros usos que no se consideren como propósitos recreativos normales; las perforaciones, cortaduras y abrasiones sufridas durante el uso normal; los artículos involucrados en accidentes; y otros usos no razonables o el almacenamiento indebido. Los colores brillantes y de neón se descolorarán al exponerse prolongadamente a la luz solar. Las telas de colores brillantes se desteñirán inicialmente al mojarse. Proteja los espacios interiores y cualquier otra superficie contra posibles manchas.

Para validar esta garantía, el comprador debe llenar y enviar por correo la tarjeta de Inscripción de la Garantía adjunta y el recibo de compra en un período no mayor de diez (10) días a partir de la fecha de compra. El registro está también disponible en www.sportsstuff.com

Al caducar la garantía, Sportsstuff reemplazará las piezas o componentes con piezas o componentes idénticos o razonablemente equivalentes por un cincuenta por ciento (50 %) del precio sugerido de venta al detalle vigente más los cargos de envío y manejo. Para hacer pedidos llame al número sin costo para servicio al cliente al: 888-814-8833.

Para asegurarse de obtener la garantía del producto, llene y envíe la Tarjeta de Inscripción de la Garantía adjunta y el recibo de compra a SPORTSSTUFF, INC. en un plazo no mayor de 10 (diez) días después de la fecha de compra.

ADVERTENCIA: Este producto no debe ser utilizado por niños menores de seis años de edad.
AVISO IMPORTANTE: ¡Esta garantía es válida en los EE.UU. solamente!

GARANTIE LIMITÉE

Sportsstuff, Inc. garantit à l'acheteur original seulement que leurs produits de haute performance utilisés à des fins normales récréatives sont libres de tous défauts de fabrication et de main d'œuvre pendant une période de quatre-vingt-dix (90) jours à partir de la date d'achat. Toutes les garanties implicites sont aussi limitées à une durée de 90 jours à partir de la date d'achat original. Certains états n'acceptent pas de limites quant à la durée de la garantie implicite, donc il se peut que la limite précédente ne s'applique pas dans votre cas.

Il n'y a aucune garantie au-delà de la description contenue dans ce document. Sportsstuff, Inc. ne sera tenu aucunement responsable de tous dommages indirects ou consécutifs. Certains états ne permettant pas d'exclusion ni de limites aux dommages indirects ou consécutifs, donc il se peut que la limite ou l'exclusion précédente ne s'applique pas dans votre cas.

Sportsstuff, Inc. vérifiera toutes les réclamations de garantie et s'il y a un défaut, réparera ou remplacera la pièce défectueuse ou tout l'article à sa discrétion. Il faut obtenir un numéro d'autorisation de retour préalable avant de retourner l'article en appelant le numéro indiqué ou en écrivant à l'adresse ci-après. La marchandise doit être retournée, fret payé d'avance et accompagnée d'une preuve d'achat à l'adresse ci-après en indiquant le numéro d'autorisation de retour en caractère gras à l'extérieur du paquet.

Cette garantie vous donne certains droits juridiques spécifiques et vous pouvez aussi en avoir d'autres qui peuvent varier d'une juridiction à l'autre.

Cette garantie NE couvre PAS : produits de location et autres utilisations qui ne sont pas considérées comme des activités récréatives normales; les trous, coupures et abrasions résultant d'une utilisation normale; et les articles impliqués dans des accidents; et autres utilisations déraisonnables ou mauvais rangement. Les couleurs brillantes et fluorescentes s'affadissent lorsqu'elles sont exposées au soleil durant de longues périodes. Les tissus de couleurs brillantes peuvent couler au début lorsqu'ils sont mouillés. Protégez les surfaces intérieures et autres de taches possibles.

Pour valider cette garantie, l'acheteur doit remplir et poster la carte d'enregisuement de la garantie ci-jointe avec une preuve d'achat dans les dix (10) jours suivant la date d'achat.
L'enregistrement est également disponible à www.sportsstuff.com

Après l'expiration de la garantie, Sportsstuff remplacera les pièces ou les composantes avec une pièce ou composante identique ou raisonnablement équivalente à cinquante pour cent (50 %) du prix au détail suggéré à ce moment-là plus les frais de manutention et d'expédition. Pour commander, communiquez avec le service à la clientèle au numéro sans frais : 888-814-8833.

Pour assurer la garantie du produit, remplissez et postez la carte d'enregistrement de la garantie ci-jointe avec une preuve d'achat à SPORTSSTUFF, INC. dans les dix (10) jours suivant la date d'achat.

AVERTISSEMENT : Ne doit pas être utilisé par un enfant âgé de moins de six ans. Ce produit ne devrait jamais être utilisé par des enfants sauf s'ils sont supervisés par un adulte.
VEUILLEZ NOTER : Cette garantie n'est valable qu'aux États-Unis !

WARRANTY REGISTRATION CARD

*Warranty valid only in the U.S.

T06-0095529

Purchaser Name: _____ Date of Purchase: _____

Address: _____

City: _____ , State: _____ Zip Code: _____ Country: _____

Date of Purchase: _____ Dealer's Name: _____

Model: _____

Warranty registration also available online at www.sportsstuff.com

IDI 060614HCC3602

EXHIBIT "C"

Copy of the home video taken by the mother on May 27, 2006 and June 3, 2006 of her 20 and 21-year-old sons kite tubing.
(Video will be sent directly to Compliance Officer.)

1510

COPY

MCH Health System
Blair, Nebraska

Emergency Department Record

Patient Name:	HUNTER, JONATHAN R.	**MR#:**	038803
Examining Provider:	[redacted] MD	**Date:**	06/03/2006

Chief Complaint: Loss of consciousness after falling into water 2 hours ago. Jonathan Hunter is a 20-year-old white male who was out on the Missouri river today being dragged behind a motor boat in a large inner tube that, when it gets fast enough, does get into the air. Apparently he was at least 20 feet in the air according to eye-witnesses when it spun out of the air and crashed into the water at a high rate of speed. There was immediate loss of consciousness and he was found floating face-first in the water. He also notes being dizzy, positive memory loss. He denies any visual symptoms such as blurry vision, loss of peripheral vision or double vision. He does note nausea without vomiting. He feels sluggish and his thought processes are slow. He does have a severe headache. Apparently he had positive loss of consciousness for about 30 seconds. They immediately brought him to shore. They did watch him at home for at least an hour. He was not getting any better. The amnesia was not improving. He did not remember what day it was; he knew who he was and where he was at. He knew who his girlfriend was. He denies neck pain, denies chest pain or difficulty breathing. According to bystanders which include his mom and dad, he did not inhale water. There was no gagging episode.

Nurses' notes were reviewed.

Review of Systems: No fever or chills. Positive confusion. No visual changes, no sore throat, positive headache. No neck stiffness or neck injury. He denies abrasions or lacerations. No chest pain or difficulty breathing.

The remainder of the review of systems was reviewed and negative as it pertains to the chief complaint.

Past Medical History: History of childhood asthma.

Past Surgical History: Sinus surgery.

Current Medications: None.

Allergies: None.

Immunizations: Not pertinent.

Social History: He is in college in Oklahoma. He is currently back home visiting mom, dad, and girlfriend. Denies smoking or alcohol.

Family History: Not pertinent.

Physical Examination: Vital signs: Blood pressure 121/77. Pulse 79. Respirations 16. Temperature 98.3°. O_2 saturations of 98% on room air. The patient is alert and oriented x2. He does not know the correct date. He does know the President of the United States. He does not know any events that occurred today. He does have retrograde amnesia. HEENT: Pupils are equal and responsive to light. Extraocular muscles are intact. No scleral injections. Tympanic membranes – Right TM - normal cone of light. No erythema. Left TM – external auditory canal is cerumen impacted. Nasal mucosa normal and pink in color.

1511

COPY

MCH Health System
Blair, Nebraska

Emergency Department Record

Patient Name:	[redacted]	**MR#:**	038803
Examining Provider:	[redacted]MD	**Date:**	06/03/2006

Mouth: Mucus membranes moist. No erythema. No exudate. Tonsils not enlarged. Neck: Trachea midline. No lymph nodes palpable. Heart: Regular rate and rhythm. No murmurs, gallops, or rubs. Lungs: Bilaterally clear to auscultation. No wheezes or rhonchi. No chest wall tenderness. Abdomen: Bowel sounds are positive, soft, nontender, nondistended. Extremities: No clubbing, cyanosis, or edema. Neuro: Cranial nerves 2-12 grossly intact. Strength 5/5 in intensity in bilateral upper and lower extremities. Deep tendon reflexes bilateral biceps 2+, bilateral patella tendons 2+.

Diagnostic Studies: CT scan of the head without contrast shows no intracranial pathology, no evidence of skull fracture.

Emergency Dept. Course: His memory remained an issue here in the Emergency Room. His memory did not come back during his ER stay. He did know events that had occurred a month ago, did not know what he had for lunch or dinner. He did know where he was, did not know the exact date. He did recognize familiar faces but continued to be confused though never somnolent or difficult to arouse. He was always very alert.

Consultations: None.

Critical Care: None.

Procedures: None.

Medical Decision Making: Patient has a concussion with positive loss of consciousness for less than 30 seconds. Currently, he is still having retrograde amnesia, dizziness, and nausea. At this time, we will send him home with a head injury sheet. He is to return to the Emergency Room for worsening symptoms.

Impression: Concussion.

Plan: Return to Emergency Room for difficulty arousing, walking, or multiple episodes of vomiting. I told him to follow up with his physician on Monday secondary to the severity of the symptoms.

[redacted]MD

D: 06/03/2006 0012
T: 06/04/2006 1841

1512

COPY

MCH Health System

Diagnostic Imaging Department

Patient Name:	HUNTER, JONATHAN R.	**MR-Episode#:**	038803-0018 ER
Ordering Provider:	[redacted] MD	**Date:**	06/03/2006
Supervising Physician: (if PA ordering)		**Date of Birth:**	02/21/1986
Radiologist:	[redacted] MD		

CT BRAIN UNENHANCED:

HISTORY: HIT HEAD, LOSS OF CONSCIOUSNESS.

TECHNIQUE: Axial images foramen magnum to vertex without intravenous contrast.

FINDINGS: No significant abnormalities visualized. No evidence of intracranial mass lesion or hemorrhage.

IMPRESSION:

1) **NORMAL CT BRAIN.**

[redacted]
D: 06/03/2006 2310
T: 06/04/2006 1909

1813

COPY

MCH Health System

Diagnostic Imaging Department

Patient Name:	HUNTER, JONATHAN R.	**MR-Episode#:**	038803-0021
Ordering Provider:	[redacted]PA-C	**Date:**	06/06/2006
Supervising Physician: (if PA ordering)	[redacted]MD	**Date of Birth:**	02/21/1986
Radiologist:	[redacted]MD		

CLINICAL INDICATION: HEMATURIA, BOATING ACCIDENT.

CT OF THE ABDOMEN AND PELVIS WITH AND WITHOUT CONTRAST.

DISCUSSION: Axial images of the abdomen and pelvis were obtained prior to IV contrast administration. The patient then received 125 cc of Optiray 320 intravenously and axial images of the abdomen and pelvis were acquired.

There is bilateral nephrolithiasis. Multiple stones are present within both kidneys. The largest in the left kidney measures about 4 mm in diameter and lies at the midpole. Smaller stones are noted at the upper and lower poles. There are multiple small calculi within the right kidney and right renal pelvis, the largest measuring about 3 mm in diameter. There is no hydronephrosis and no ureterolithiasis is identified.

The liver is intact. The visualized portions of the lung bases are clear.

The spleen is upper normal in size but shows no evidence for laceration. There are no calcified gall stones. The pancreas is unremarkable. No adrenal masses are present. There is no evidence for renal fracture of perinephric hematoma. The abdominal aorta is normal in caliber. No significant free intraperitoneal fluid is present. The urinary bladder, seminal vesicles, and prostate appear normal.

IMPRESSION:

1) **BILATERAL NEPHROLITHIASIS.**

SLH: meb
D: 06/06/2006 1220
T: 06/06/2006 1252

[redacted] MD

1814

COPY

MCH Health System
Blair, Nebraska

Emergency Department Record

Patient Name:	HUNTER, JONATHAN R.	**MR#:**	038803
Examining Provider:	[redacted]A, PA-C	**Date:**	06/07/2006
Supervising Physician:	[redacted]D		

History of Present Illness: This is a 20-year-old gentleman who presents to the emergency department with complaints of right flank pain. On 06/03/2006 the patient was involved in a water sporting accident. He was knocked unconscious at that time and sustained a concussion. On Monday of this week, 06/05/2006 he was at home and developed some bloody urination. That blood was painless. He was seen in the clinic the next day and did have a CT scan of the abdomen and pelvis with and without contrast done. He was found to have bilateral nephrolithiasis. He was pain free at that time. Tonight, he started to have some right flank pain that radiated around and down to the right lower quadrant of his abdomen. This started about 1530 today. He states he has taken some ibuprofen, but that only helped a little bit. Pain continued and he therefore came to the emergency department for evaluation. Review of his CT scan of his head and his abdomen and pelvis were performed. He also saw Dr. Frank today in the Outpatient Clinic. At that time he had a CMP drawn. That was unremarkable. His BUN was 10, his creatinine was 1.1. Patient had a little bit of nausea, did not have any vomiting. Denies sweats.

Past Medical History: History of asthma as a child.

Past Surgical History: He had some nasal polyps removed and sinus surgery.

Current Medications: Ibuprofen p.r.n.

Allergies: None.

Social History: The patient is single and currently staying with his family in Mondamin, Iowa. He is attending some flight school in Oklahoma. He does not use alcohol or tobacco.

Review of Systems: Noncontributory.

Physical Examination: Vital signs: Temperature 97.5°. Pulse 58. Respirations 16. Blood pressure 118/59. O_2 saturations 98% on room air. General: This is a well-developed, well-nourished 20-year-old male who is currently in a mild amount of distress secondary to right flank pain. HEENT: Conjunctivae and sclerae are clear. Tympanic membranes are pearly with good light reflexes bilaterally. Nose is patent with no bleeding or drainage. Pharynx is pink and moist with no redness or exudates. Neck: Supple. No adenopathy or masses appreciated. No JVD. Chest: Lung sounds are clear to auscultation in all fields with no wheezes or crackles appreciated. Heart is a regular, S1, S2 with no murmurs appreciated. Abdomen: Flat, soft with bowel sounds present throughout. He has some mild tenderness in the right lower quadrant. No rebound or guard. Extremities: Intact. No edema or cyanosis present. Neurological: The patient is alert and oriented x 3 with no focal neurological findings.

Assessment:
1) Right renal colic.
2) Right renal lithiasis.

1515

COPY

MCH Health System
Blair, Nebraska

Emergency Department Record

Patient Name:	HUNTER, JONATHAN R.	**MR#:**	038803
Examining Provider:	[redacted] PA-C	**Date:**	06/07/2006
Supervising Physician:	[redacted]		

Plan: Patient was given a prescription for Percocet 5/325 one to two p.o. q. four to six hours p.r.n. pain. He is encouraged to drink lots of fluids and strain his urine. He is to return for any new or worsening symptoms. Follow up with the clinic if no improvement in the next three to five days.

[redacted], MD

[redacted] PA-C

D: 06/07/2006 1814
T: 06/08/2006 0715

cc: [redacted]MD

1516

COPY

Revised Header	MCH Health System Diagnostic Imaging Department		
Patient Name:	HUNTER, JONATHAN R.	**MR-Episode#:**	038803-0022 OC
Ordering Provider:	[redacted]	**Date:**	06/07/2006
Supervising Physician: (if PA ordering)	[redacted]	**Date of Birth:**	02/21/1986
Radiologist:	[redacted]MD		

CLINICAL INDICATION: GROSS HEMATURIA. STONES SEEN ON CT.

KUB:

DISCUSSION: A supine abdominal film shows a calculus measuring about 2 x 5 mm at the lower aspect of the midportion of the left kidney. There is questionable visualization of two smaller opacities toward the lower pole, which could also reflect calculi. Gas and stool overly the right kidney, making it difficult to identify definite calculus. A definite stone along the course of either ureter is not appreciated. The intestinal gas pattern is nonspecific.

IMPRESSION: LEFT NEPHROLITHIASIS.

[redacted]820
T: 06/08/2006 0905
R: 06/15/2006 1100 meb

[redacted]MD

1817

COPY

MCH Health System
Blair, Nebraska

Outpatient Clinic

Patient Name:	HUNTER, JONATHAN R.	**MR#:**	038803
Examining Physician:	[redacted]MD	**Date:**	06/07/2006

Chief Complaint: Gross hematuria.

Drug Allergies: None.

Medications: Ibuprofen 600 mg t.i.d. PRN headache and other pain.

Summary of History: Patient is a healthy-appearing 20-year-old male, height 5'11", weight 163 pounds, blood pressure 110/70. Four days ago, he was involved in a boating accident while riding a tube kite behind a boat, which fell from some 25 feet, and he impacted the water. He sustained a concussion and was unconscious for a time and in connection with the evaluation through the emergency room, had noncontrast and contrast CT of the abdomen and pelvis as well as CT study of the head. Approximately a day and a half thereafter, he had visible total painless hematuria, which has been intermittent and persisted to a lesser extent and voided urine at this time is very faintly positive as far as visible hematuria and a dip stick strongly positive Hematest positive. Urinalysis otherwise shows negative nitrite, negative leukocytes, negative carbohydrate, trace protein, specific gravity 1.020, pH 5, micro examination – many RBC's with no WBC's or visible casts or bacteria.

Physical Examination: Shows an alert, cooperative 20-year-old male with no evidence of anterior abdominal tenderness or organ enlargement on palpation. No flank tenderness. No tenderness over the rib cage on either side, normal external genitalia with a circumcised phallus, no tenderness over the bladder, testicles normal bilaterally.

Review of noncontrast CT from yesterday does show bilateral nephrocalcinosis with the largest stone perhaps 4 mm in diameter occupying a mid polar position in the periphery of his left kidney. On CT, there are smaller peripheral stones in the upper and lower poles of the right kidney; however, on a KUB today, I can only see the left-sided stone. I cannot definitely visualize the right-sided calculi. The kidneys are otherwise normal on CT and show prompt excretion of contrast following ejection, with no hydronephrosis extravasation or evidence of perinephric hematoma. The bladder and ureters visualized on CT also appeared normal. In questioning when the patient did have visible hematuria, it seemed to be consistently concentrated throughout voiding from beginning to end, thus suggesting upper tract rather than lower tract origin. Family history is negative for renal disease or calculi. Both parents are living and well, and both sets of grandparents are still living. The patient has two brothers, who are living and well.

Comment: Basic metabolic profile in addition to serum phosphorus and uric acid were obtained this date. My best guess is that his bleeding may represent a mild renal contusion, although, there is not much in the way of clinical evidence to further enforce this believe. It is also possible that his tiny renal calculi may be causing the hematuria, although why the hematuria started following his fall is unclear. If today's lab tests show hypercalcemia or hypercalcuria. I will probably want to do further tests (i.e. 24-hour urine collection for creatinine clearance, phosphorus, calcium, and uric acid excretions as well as citrate). If all screening tests are within normal range, I have recommended that he at least get a follow-up urinalysis in a week or so and certainly if visible hematuria recurs or persists, I would go ahead with cystoscopy in an attempt to document it's origin, although, at this point either kidney could be suspect with the bilateral renal calculi, and I do not feel that it is coming from the bladder or urethra by virtue of it's nature and his history. Certainly nothing serious such as a renal laceration or obstruction or perinephric hematoma is showing up on CT scan and physical exam, in fact, shows no tenderness today, and I do not think he has sustained an injury sufficient

1518

COPY

MCH Health System
Blair, Nebraska

Outpatient Clinic

Patient Name:	HUNTER, JONATHAN R.	**MR#:**	038803
Examining Physician:	[redacted] MD	**Date:**	06/07/2006

to keep him at bed rest or restrict his activities. I did encourage him to stop the Ibuprofen 600 mg t.i.d. which conceivably might be adding to a bleeding tendency.

[redacted], MD

D: 06/07/2006 1423
T: 06/07/2006 2208

CC: [redacted] MD
PA-C

1519

38803-0019 AC
HUNTER, JONATHAN R
02/21/1986 20 Yrs M NC
Admit: 6/5/06 9:45 AHC
Atten [redacted]
Admit:

Address: _____

Phone: 712-646-258

PROGRESS NOTE
Walk-In Clinic Short Form

H: _____ W: 160 T: _____ P: 80 O2: _____ BP: 110/80 R: 16

Nurse's Note: Follow up on Concussion

initials JJ

HPI

Location, quality, severity, duration, timing, context, modifying factors, associated signs and symptoms.

PFSH	No chng	See note
Past Medical	☐	☐
Family	☐	☐
Social	☐	☐
Meds	☐	☐

No noteworthy changes since last visit. See note dated:

IMMUNIZATIONS

☐ Up to date
☐ Needs:

ROS	WNL	See note
Const	☐	☐
Eyes	☐	☐
ENT/mouth	☐	☐
CV	☐	☐
Resp	☐	☐
GI	☐	☐
GU	☐	☐
Musc	☐	☐
Skin/breasts	☐	☐
Neuro	☐	☐
Psych	☐	☐
Endo	☐	☐
Hem/lymph	☐	☐
Allerg/immun	☐	☐

No noteworthy changes since last visit. See note dated:

Exam	WNL	See note
Const	☐	☐
Eyes	☑	☐
ENT/Mouth	☑	☐
Neck	☑	☐
Resp	☑	☐
CV	☑	☐
Chest (breasts)	☐	☐
GI (abdomen)	☐	☐
Lymph	☐	☐
GU	☐	☐
Musc	☐	☐
Skin	☐	☐
Neuro	☑	☐
Psych	☐	☐

No ✓: no review/exam

ALLERGIES

Ø

PATIENT EDUCATION

Verbal	☒
Written	☐

Topic(s): CONCUSSIONS

CC: CT- Mild concussion

HPI:

No headache, lethargy, Nausea, vomiting, blurry vision, weakness

memory "coming back"

knocked off "kite tube", flew up in air and knocked unconscious when he hit the water

No prior head injuries

Current Medications
Med Sheet Updated _____ initials

1. Ø
2. IB
3.
4.
5.
6.

Counseling/coordination > 50% ☐
Total time: _____ min.
Counseling/coordination time: _____ min.

Physician's Signature: _____

1520

CONSTITUTIONAL	o Appears healthy, NAD o VS noted o Ill o In distress, 2° to:
EYES	o PERRL o A o EOMI o Hemorrhages L/R, Exudates L/R, Xing changes L/R
	o Nystagmus o Cataract L/R o Lid edema L/R, lesions L/R, lag L/R
	o Conjunctiva injected L/R, discharge L/R, icteric L/R
	o Fundus o Disc blurred L/R, Absent venous pulsations L/R
ENT	o Hearing Decreased L/R
	o Sinuses Tender maxillary, frontal, ethmoid
	o Meatus: Impacted L/R, red L/R, discharge L/R
	o TM's: Red L/R, bulging L/R, perforated L/R, retracted L/R
	o Nose: Rhinorrhea, flaring o Turbinates boggy L/R, red L/R, pale L/R
	o Pharynx: Red mucosa o Tonsils absent, enlarged L/R, exudates L/R, vesicles L/R
NECK	o Stiff o Mass o Lymphadenopathy, anterior L/R, posterior L/R
	o Thyroid: Enlarged, Asymmetric, nodules L/R o Trachea deviated L/R o Carotid bruit L/R
LUNGS	o Percussion: Dullness L/R, o Hyperresonant L/R
	o Auscultaion: Rales L/R, o wheezes, L/R, o rhonchi L/R, o egophony L/R, o ↓ breath sounds L/R
	o Palpation: ↑↓ Fremitus L/R
HEART	o Palpation: PMI displaced o Thrills present
	o Auscultaition: Irregular rhythm o Friction rub o Murmur (grade _____/VI) describe →
BREAST	o Nipple discharge L/R o tender L/R, o Axillary nodes L/R o Assymetric o Mass L/R, location (describe →
GI	o Anus - hemorrhoid, sphincter tone, mass o Hernia (location →
	o Firm, distended o Hemacult Pos/Neg. o Masses (location/size→
	o Rebound, guarding o Tender (location →
	o Hepato/splenomegaly o Abnormal bowel sounds (describe→
	o Anus - hemorrhoid, sphincter tone, mass o Hernia (location →
GU Male	o Penis: lesion, discharge o Abn external genitalia (describe
	o Scrotal mass, hydrocele, spermatocele o Prostate: tender, boggy, mass, enlarged _____ +
GU Female	o Adenexa: mass L/R, tenderness L/R
	o Bladder prolapse, cystocele, rectocele o Abn. external genitalia (describe →
	o Vagina: discharge, abn. mucosa, mass o Uterus: mass, tenderness, prolapse, size (describe →
LYMPH	o Lymphadenopathy: axilla L/R, groin L/R, other:
MUSCULOSKELETAL	o Abnormal gait and station
	o Joint _____ L/R, warmth, crepitus, tender, effusion, ↓ ROM, subluxation, laxity, cogwheeling
	o Muscle _____ L/R, tender, ↓ strength, , spastic, flaccid, atrophic
	o Back _____ Vertebra(e), SI joint, L/R, stiff, tender, muscle spasm, scoliosis, kyphosis, +SLR, L/R, ____°
EXTREMITIES	o clubbing o edema L/R, Upper, Lower o ?Pulse: R/L, bruit, ↑↓ amplitude
SKIN	o Rash (describe, location→
	o Cyanotic, icteric, ↓ turgor o Cap Ref < 2 sec o Normal turgor
	o Hair: alopecia, infestation o Lesion (describe, size, location →
NEURO	o CN II - XII (describe →
	o Sensation: _____ dermatome L/R, glove/stocking L/R, fine touch, proprioception, vibration, pinprick
	o Weakness: L/R, upper, lower extremity
	o DTRs + L/R, biceps, triceps, knee, ankle o Babinski o Rhomberg o Cerebellar
PSYCH	o Disoriented o Mood/Affect: Depressed, agitated, anxious o Judgment/Insight o Memory loss: Recent, remote

ASSESSMENT:	PLAN:	Pharmacy:
1. CONCUSSION	1. head injury instructions	
2.	2. f/u if worsening SX'S	
3.	3.	
4.	4.	
5.	5.	

o RTC if Sx worsen, F>____,
or

[redacted] PAC

Pt Ed:
F/U:

6-5-06
Date

1521

38803-0020 AC
HUNTER, JONATHAN R
02/21/1986 20 Yrs M NC
Admit: 6/6/06 9:05 AHC
Attend: [redacted]
Admit:

11:30

Address: _____

Phone: _____

PROGRESS NOTE
Walk-In Clinic Short Form

H: _____ W: 159 T: _____ P: 72 O2: _____ BP: 112/72 R: 160

Nurse's Note: blood in urine

Initials JJ

HPI

Location, quality, severity, duration, timing, context, modifying factors, associated signs and symptoms.

PFSH	No chng	See note
Past Medical	☐	☐
Family	☐	☐
Social	☐	☐
Meds	☐	☐

No noteworthy changes since last visit. See note dated: [illegible]

IMMUNIZATIONS

☐ Up to date
☐ Needs:

ROS	WNL	See note
Const	☐	☐
Eyes	☐	☐
ENT/mouth	☐	☐
CV	☐	☐
Resp	☐	☐
GI	☐	☐
GU	☐	☐
Musc	☐	☐
Skin/breasts	☐	☐
Neuro	☐	☐
Psych	☐	☐
Endo	☐	☐
Hem/lymph	☐	☐
Allerg/immun	☐	☐

No noteworthy changes since last visit. See note dated: [illegible]

Exam	WNL	See note
Const	☐	☐
Eyes	☐	☐
ENT/Mouth	☐	☐
Neck	☐	☐
Resp	☐	☐
CV	☐	☐
Chest (breasts)	☐	☐
GI (abdomen)	☐	☐
Lymph	☐	☐
GU	☐	☐
Musc	☑	☐
Skin	☐	☐
Neuro	☐	☐
Psych	☐	☐

No ✓: no review/exam

ALLERGIES

Ø

PATIENT EDUCATION

Verbal	☒
Written	☐

Topic(s): hematuria

CC:

HPI:

IN tubing accident over weekend - sustained concussion, NOW having blood in his urine - NO pain, NO dysuria, slept ok last eve

38803-0020 AC
HUNTER, JONATHAN R
02/21/1986 20 Yrs M NC
Admit: 6/6/06 9:05 AHC
Attend: [redacted]A
Admit:

012 06-06-06 9:16AM

CLARITY: _____
COLOR: DK. BROWN
GLU NEGATIVE
BIL* SMALL
KET* TRACE
SG 1.025
BLO* LARGE
pH 5.0
PRO* 100 mg/dL
URO 0.2 E.U./dL
NIT NEGATIVE
LEU NEGATIVE

dl

Current Medications
Med Sheet Updated _____ initials

1.
2.
3.
4.
5.
6.

Counseling/coordination > 50% ☐
Total time: _____ min.
Counseling/coordination time: _____ min.

Physician's Signature: _____

2821

1522

CONSTITUTIONAL o Appears healthy, NAD o VS noted o Ill o In distress, 2° to:

EYES o PERRL o A o EOMI o Hemorrhages L/R, Exudates L/R, Xing changes L/R
o Nystagmus o Cataract L/R o Lid edema L/R, lesions L/R, lag L/R
o Conjunctiva injected L/R, discharge L/R, icteric L/R
o Fundus o Disc blurred L/R, Absent venous pulsations L/R

ENT o Hearing Decreased L/R
o Sinuses Tender maxillary, frontal, ethmoid
o Meatus: Impacted L/R, red L/R, discharge L/R
o TM's: Red L/R, bulging L/R, perforated L/R, retracted L/R
o Nose: Rhinorrhea, flaring o Turbinates boggy L/R, red L/R, pale L/R
o Pharynx: Red mucosa o Tonsils absent, enlarged L/R, exudates L/R, vesicles L/R

NECK o Stiff o Mass o Lymphadenopathy, anterior L/R, posterior L/R
o Thyroid: Enlarged, Asymmetric, nodules L/R o Trachea deviated L/R o Carotid bruit L/R

LUNGS o Percussion: Dullness L/R, o Hyperresonant L/R
o Auscultation: Rales L/R, o wheezes, L/R, o rhonchi L/R, o egophony L/R, o ↓ breath sounds L/R
o Palpation: ↑↓ Fremitus L/R

HEART o Palpation: PMI displaced o Thrills present
o Auscultaition: Irregular rhythm o Friction rub o Murmur (grade _____/VI) describe →

BREAST o Nipple discharge L/R o tender L/R, o Axillary nodes L/R o Assymetric o Mass L/R, location (describe →

GI o Anus - hemorrhoid, sphincter tone, mass o Hernia (location →
o Firm, distended o Hemacult Pos/Neg. o Masses (location/size→
o Rebound, guarding o Tender (location →
o Hepato/splenomegaly o Abnormal bowel sounds (describe→
o Anus - hemorrhoid, sphincter tone, mass o Hernia (location →

GU Male o Penis: lesion, discharge o Abn external genitalia (describe
o Scrotal mass, hydrocele, spermatocele o Prostate: tender, boggy, mass, enlarged _____ +

GU Female o Adenexa: mass L/R, tenderness L/R
o Bladder prolapse, cystocele, rectocele o Abn. external genitalia (describe →
o Vagina: discharge, abn. mucosa, mass o Uterus: mass, tenderness, prolapse, size (describe →

LYMPH o Lymphadenopathy: axilla L/R, groin L/R, other:

MUSCULOSKELETAL o Abnormal gait and station
o Joint _____ L/R, warmth, crepitus, tender, effusion, ↓ ROM, subluxation, laxity, cogwheeling
o Muscle _____ L/R, tender, ↓ strength, , spastic, flaccid, atrophic
o Back _____ Vertebra(e), SI joint, L/R, stiff, tender, muscle spasm, scoliosis, kyphosis, +SLR, L/R, ____°

EXTREMITIES o clubbing o edema L/R, Upper, Lower o Pulse: R/L, bruit, ↑↓ amplitude

SKIN o Rash (describe, location→
o Cyanotic, icteric, ↓ turgor o Cap Ref < 2 sec o Normal turgor
o Hair: alopecia, infestation o lesion (describe, size, location →

NEURO o CN II - XII (describe →
o Sensation: _____ dermatome L/R, glove/stocking L/R, fine touch, proprioception, vibration, pinprick
o Weakness: L/R, upper, lower extremity
o DTRs + L/R, biceps, triceps, knee, ankle o Babinski o Rhomberg o Cerebellar

PSYCH o Disoriented o Mood/Affect: Depressed, agitated, anxious o Judgment/Insight o Memory loss: Recent, remote

ASSESSMENT:
1. painless hematuria
2.
3.
4.
5.

PLAN:
1. CT abd / pelvis today
2. will confer c̄ urologist p̄ radiologist overread
3.
4.
5.

Pharmacy:

o RTC if Sx worsen, F> ____,
or

[redacted] PAC 6-6-06
Date

Pt Ed:
F/U:

1523

MCH Health System

Diagnostic Imaging Department

Patient Name:	HUNTER, STEWART A.	**MR-Episode#:**	039266-0012 AC
Ordering Provider:	[redacted]	**Date:**	06/05/2006
Supervising Physician: (if PA ordering	[redacted]MD	**Date of Birth:**	09/04/1984
Radiologist:	[redacted] MD		

CHEST PA AND LATERAL:

REASON FOR EXAMINATION: CHEST PAIN, TUBING ACCIDENT, HYPOXIA, AND HEMOPTYSIS

DISCUSSION: PA and lateral views of the chest show normal heart size. Lung fields are clear. There is no evidence of any pneumothorax or a plural effusion.

IMPRESSION:

1) **NORMAL PA AND LATERAL CHEST X-RAY. IF PATIENT HAS CONTINUED HEMOPTYSIS, CT COULD BE DONE FOR FURTHER EVALUATION.**

[redacted]
D: 06/07/2006 0950
T: 06/07/2006 1048

[redacted]MD

1524

39266-0012 AC
HUNTER, STEWART A
09/04/1984 21 Yrs M NC
Admit: 6/5/06 9:44 AHC
Attend: [redacted]
Admit:

Address: _____

Phone: 712-446-2589

PROGRESS NOTE
Walk-In Clinic Short Form

H: _____ W: 171 T: _____ P: 72 O2 96% BP: 122/76 R: 16

Nurse's Note: (R) Side pain - (Ribs)

initials TJ

HPI

Location, quality, severity, duration, timing, context, modifying factors, associated signs and symptoms.

PFSH	No chng	See note
Past Medical	☐	☐
Family	☐	☐
Social	☐	☐
Meds	☐	☐

No noteworthy changes since last visit. See note dated: [illegible]

IMMUNIZATIONS

☐ Up to date
☐ Needs:

ROS	WNL	See note
Const	☐	☐
Eyes	☐	☐
ENT/mouth	☐	☐
CV	☐	☐
Resp	☐	☐
GI	☐	☐
GU	☐	☐
Musc	☐	☐
Skin/breasts	☐	☐
Neuro	☐	☐
Psych	☐	☐
Endo	☐	☐
Hem/lymph	☐	☐
Allerg/immun	☐	☐

No noteworthy changes since last visit. See note dated: [illegible]

Exam	WNL	See note
Const	☐	☐
Eyes	☐	☐
ENT/Mouth	☐	☐
Neck	☐	☐
Resp	☑	☐
CV	☑	☑
Chest (breasts)	☐	☐
GI (abdomen)	☐	☐
Lymph	☐	☐
GU	☐	☐
Musc	☐	☑
Skin	☐	☐
Neuro	☐	☐
Psych	☐	☐

No ✓: no review/exam

ALLERGIES

Ø

PATIENT EDUCATION

Verbal	☒
Written	☐

Topic(s): Rib injuries

CC:

HPI: on "Kite intertube", flew up in air, landed hard in water
pain in ribs
2 episodes hemoptysis
one at time of injury, then 1/2 hr later.
denies pain c̄ breathing
tachycardia, SOB or CP
taking GNC supplement

Current Medications
Med Sheet Updated _____ initials

1. Ø
2.
3.
4.
5.
6.

EKG- bradycardia
CXR- cardiomegaly

Counseling/coordination > 50% ☐
Total time: _____ min.
Counseling/coordination time: _____ min.

Physician's Signature: _____

1525

CONSTITUTIONAL o Appears healthy, NAD o VS noted o Ill o In distress, 2° to:

EYES o PERRL o A o EOMI o Hemorrhages L/R, Exudates L/R, Xing changes L/R
o Nystagmus o Cataract L/R o Lid edema L/R, lesions L/R, lag L/R
o Conjunctiva injected L/R, discharge L/R, icteric L/R
o Fundus o Disc blurred L/R, Absent venous pulsations L/R

ENT o Hearing Decreased L/R
o Sinuses Tender maxillary, frontal, ethmoid
o Meatus: Impacted L/R, red L/R, discharge L/R
o TM's: Red L/R, bulging L/R, perforated L/R, retracted L/R
o Nose: Rhinorrhea, flaring o Turbinates boggy L/R, red L/R, pale L/R
o Pharynx: Red mucosa o Tonsils absent, enlarged L/R, exudates L/R, vesicles L/R

NECK o Stiff o Mass o Lymphadenopathy, anterior L/R, posterior L/R
o Thyroid: Enlarged, Asymmetric, nodules L/R o Trachea deviated L/R o Carotid bruit L/R

LUNGS o Percussion: Dullness L/R, o Hyperresonant L/R
o Auscultaion: Rales L/R, o wheezes, L/R, o rhonchi L/R, o egophony L/R, o ↓ breath sounds L/R
o Palpation: ↑↓ Fremitus L/R

HEART o Palpation: PMI displaced o Thrills present
o Auscultaition: Irregular rhythm o Friction rub o Murmur (grade _____/VI) describe →

BREAST o Nipple discharge L/R o tender L/R, o Axillary nodes L/R o Assymetric o Mass L/R, location (describe →

GI o Anus - hemorrhoid, sphincter tone, mass o Hernia (location →
o Firm, distended o Hemacult Pos/Neg. o Masses (location/size→
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GU Male o Penis: lesion, discharge o Abn external genitalia (describe
o Scrotal mass, hydrocele, spermatocele o Prostate: tender, boggy, mass, enlarged _____ +

GU Female o Adenexa: mass L/R, tenderness L/R
o Bladder prolapse, cystocele, rectocele o Abn. external genitalia (describe →
o Vagina: discharge, abn. mucosa, mass o Uterus: mass, tenderness, prolapse, size (describe →

LYMPH o Lymphadenopathy: axilla L/R, groin L/R, other:

MUSCULOSKELETAL o Abnormal gait and station
Rt. lower rib pain - mid clavicular area - cartilagenous area, Nodularity over 10th rib
o Joint _____ L/R, warmth, crepitus, tender, effusion, ↓ ROM, subluxation, laxity, cogwheeling
o Muscle _____ L/R, tender, ↓ strength, , spastic, flaccid, atrophic
o Back _____ Vertebra(e), SI joint, L/R, stiff, tender, muscle spasm, scoliosis, kyphosis, +SLR, L/R, ____ Rt. lower back - No point tenderness

EXTREMITIES o clubbing o edema L/R, Upper, Lower o ?Pulse: R/L, bruit, ↑↓ amplitude

SKIN o Rash (describe, location→
o Cyanotic, icteric, ↓ turgor o Cap Ref < 2 sec o Normal turgor
o Hair: alopecia, infestation o Lesion (describe, size, location →

NEURO o CN II - XII (describe →
o Sensation: _____ dermatome L/R, glove/stocking L/R, fine touch, proprioception, vibration, pinprick
o Weakness: L/R, upper, lower extremity
o DTRs + L/R, biceps, triceps, knee, ankle o Babinski o Rhomberg o Cerebellar

PSYCH o Disoriented o Mood/Affect: Depressed, agitated, anxious o Judgment/Insight o Memory loss: Recent, remote

ASSESSMENT:
1. Cardiomegaly
2. rib contusion / separation
3.
4.
5.

PLAN:
1. Stop supplements
2. consult c̄ cardiologist in AM - May need echo
3.
4. Advil 400 mg tid x 5-7 days
5. ice/heat to rib area
NO weight lifting x 1-2 weeks
NO strenuous exercise

Pharmacy:

o RTC if Sx worsen, F>____, or

Pt Ed:
F/U: f/u if ∅ better ∅ 2 weeks

[redacted] PAC 6-5-06
Signature Date

6/6/06 echo set up for Friday 6-9-06

1526

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

U. S. CONSUMER PRODUCT SAFETY COMMISSION

AUTHORIZATION FOR RELEASE OF NAME

Thank you for assisting us in collecting information on a potential product safety problem. The U. S. Consumer Product Safety Commission depends on concerned people to share product safety information with us. We maintain a record of this information, and use it to assist us in identifying and resolving product safety problems.

We routinely forward this information to manufacturers and distributors to inform them of the involvement of their product in an incident situation. We also give the information to others requesting information about specific products or hazards. Manufacturers may need the individual's name so that they can obtain additional information on the product or incident situation.

Would you please indicate on the bottom of this page whether you will allow us to disclose your name. If you request that your name remain confidential, we will of course, honor that request. After you have indicated your preference, please sign your name and date the document on the lines provided.

o YES ☒ NO

[redacted] _____ 06-21-06
(Date)

1527

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

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X YES O NO

Susan Hunter
(Signature)

6-21-06
(Date)

CPSC Hotline: 1-800-638-CPSC(2772) H CPSC's Web Site: http://www.cpsc.gov

1528

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WASHINGTON, DC 20207

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☒ YES ○ NO

Jonathan Hunter
(Signature)

06-21-06
(Date)

1529

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

U. S. CONSUMER PRODUCT SAFETY COMMISSION

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X YES O NO

(Signature) 6/21/06 (Date)

CPSC Hotline: 1-800-638-CPSC(2772) H CPSC's Web Site: http://www.cpsc.gov

1530

IDI 060614HCC3602 - Exhibit "F" - Contact List

CONTACT LIST

[redacted] – 48-year-old father
Susan Hunter – 43-year-old mother
1861 Highway 127
Mondamin, IA
(402) 212-8985

Victims: Jonathan Hunter – 20-year-old son
Stewart Hunter – 21-year-old son
(Same address)

[redacted]-year-old girl friend of victim (Jonathan)
[redacted]e
Omaha, NE 68122

Mark Rosenthal – Parts & Sales Manager
Kyle Moore – Manager of Pro Shop (Where kite tubes are sold)
Joe Liss – Salesman in Pro Shop
Paul Davis – Owner (Not available)
9610 L Street
Omaha, NE 68127
(402) 339-9600

Omaha Fire Department – No report
1516 Jackson Street
Omaha, NE 68102
(402) 444-5700

Omaha Police Department – No report
505 S. 15th Street
Omaha, NE 68102
(402) 444-5638

Terrell Odom, Supervisor – No report
Shore Side Detachment (SSD)
U.S. Coast Guard
9800 J.J. Pershing Drive
Omaha, NE 68112
(402) 453-4333

Douglas County Sheriff – No report
1905 Harney St.
Lt. Kevin Conlon – 444-6131
Omaha, NE
(402) 444-7028

Douglas County Treasurer – Boat Registration – (No listing under Colleen York – Cannot search by last name only. Would not give out address if found.)
4701 S. 24th Street
Omaha, NE 68107
(402) 444-7103

Herb Angell, Stating Boating Law Administrator – No report (but should have had one from boater.)
Nebraska Game & Parks (Member of NASBLA)
Law Enforcement Division
2200 N. 33rd St.
Lincoln, NE 68503
(402) 471-0641

Lt. Mike Fields
Phyllis Dudgeon, Administrative Specialist
Kentucky Department of Fish & Wild Life
1 Sportsman Lane
Lexington, KY (Frankfort, KY 40601)
(502) 564-3176

Ron Sarber, Director
National Association of State Boating Law Administrators
1500 Leestown Road, Suite 330
Lexington, KY 40511
(859) 225-9487
www.nasbla.org

National Park Service
U.S. Department of the Interior

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GLEN CANYON NATIONAL RECREATION AREA

Kite Tubing Safety Alert

Over the past month, the park has experienced a sharp upswing in visitor accidents and injuries due to kite tubing on the lake.

Kite tubes were introduced into the market this past winter and have proven to be extremely dangerous. During the past three weeks, Glen Canyon staff have airlifted four people from the lake, with three suffering life threatening injuries. Kite tubes are large, round, ten-foot tubes with a solid fabric floor in the bottom. As the tube is pulled forward, the front of the tube is lifted and air catches the floor of the tube and lifts it out of the water with the rider on top of the tube.

In all cases at Glen Canyon NRA, the riders were being pulled at 25 to 35 mph with a head on or quartering wind. The tubes would rise uncontrollably 15 to 25 feet into the air and immediately invert and accelerate back to the water. The combined forward speed of the boat, plus the additional accelerated downward speed is driving these victims into the water at speeds near 50+ mph. For additional details on the accidents, see the related incident report in today's edition.

Interviews with friends and family members of accident victims have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor injury accidents occurred prior to the incidents that required advanced life support. All victims were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged down to the water surface. The injuries seen are consistent with deceleration impact events that cause internal trauma. Victims have reported coughing up blood, torn muscles, whiplash type injuries, broken ribs, punctured lungs and cervical fractures.

Glen Canyon NRA has initiated discussion and contact with the National Association of State Boating Law Administrators (NASBLA) and will be providing a national safety alert through their organization very soon. In addition, the Consumer Product Safety Commission has been notified regarding this emerging threat and efforts are being made to disseminate more information on this activity through them.

One of the park's weekend accidents resulted in a major neck injury. A news video from KUTV in Salt Lake City and a second KUTV video clip on an incident at Lake Mead can be viewed by clicking on the links listed below (a flash player is needed to view them):

http://www.kutv.com/video/?id=16192@kutv.dayport.com

http://www.kutv.com/video/?id=16155@kutv.dayport.com

A prohibition on cliff jumping was put in place at Glen Canyon last year after an increase in injuries and fatalities associated with this activity. Although controversial in the beginning, it has been widely accepted and the park has received many positive comments back on this prohibition. A review of the data indicated that a significant increase in injury and death occurred at jumps higher than 15 feet. The last cliff jumping fatality occurred from 70 feet, with a calculated speed of about 50 mph when the victim impacted the water.

Similar circumstances apply in this case. All kite tubers reported that they were traveling at 30 to 35 mph and most were 15 to 20 feet in the air when they were either ejected or turned upside down and accelerated back to the water. Another 10 to 20 mph of speed is added to their forward speed, so the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equivalent of a 70 foot cliff jump, with the added component of the victims having no control over how they enter or impact the water.

060614HCC3606

Exhibit H

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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headline.cfm?type=Announcements&id=4523

Posted: June 08, 2006

[Back]

1534

060614HCC3606

GLCA KITE TUBING

6/14/2006
Exhibit H

CASE #	DATE	RANGER	INCIDENT	COMMENTS
06-0297	4/7/2006	CLASSIC	EMSALS (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0297	4/7/2006	JOSTAD	ACCKITEPI (serv)	29 YOM FELL 30 FT FROM WATER KITE TUBE
06-0941	5/22/2006	BF CLINIC	EMSALS (serv)	34 YOM KITE TUBING ACCIDENT
06-0941	5/22/2006	VANDRAGT	ACCKITEPI (serv)	34 YOM KITE TUBING ACCIDENT
06-1301	6/2/2006	MOWAT	EMSALS (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1334	6/3/2006	STARK	EMSBLS (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	ACCKITEPI (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1334	6/3/2006	STARK	SAR (serv)	14 YOF KITE TUBING (30 FT FALL)
06-1301	6/2/2006	MOWAT	ACCKITEPI (serv)	26 YOM W/NECK INJURY FROM KITE TUBING
06-1526	6/10/2006	SAMPLE	ASSTCTZN (serv)	VERBAL CONTACT WITH KITE TUBER
06-1533	6/10/2006	LARSON	ASSTCTZN (serv)	EDUCATIONAL CONTACT FOR KITE TUBING

1535

Exhibit H

CRNUMBE	INCIDENT	DATE	LOCAT	REMARKS
00-0523	ACCOTHPI (serv)	4/28/2000	BF	21 YOM BROKEN RIGHT ANKLE FROM PARASAILING ACCIDENT
01-0298	ASSTCTZN (serv)	4/11/2001	DR	DISABLED SAILBOAT
01-1344	FOUNDPROP (serv)	6/7/2001	HC	12 FT SAILBOAT WATERSKIS
01-1822	ACCBTPDO (serv)	6/13/2001	WW	SAILBOAT TIPPED OVER
01-3471	ACCBTPI (serv)	7/24/2001	WW	PARASAILING ACCIDENT
01-4366	ACCBTPI (serv)	8/16/2001	BF	PARASAILING ACCIDENT
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING ACC
01-5316	ACCBTPI (serv)	9/22/2001	WW	PARASAILING
02-1741	FOUNDPROP (serv)	6/25/2002	HI	SAIL WHITE/ORANGE
03-4718	PTIIOTH (pt2nt)	10/17/2003	WW	VW TO SUBJECT FOR PARASAILING
05-1295	EMSBLS (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN
05-1295	ACCOTHPI (serv)	6/16/2005	BF	FALL DURING PARASAILING/BACK PAIN

6-16-06; 4:14PM;G. L. C. A. DISPACH ;9286086315 # 16/ 17
0606 14HCC3606

Exhibit H

CRNUMBE	INCIDENT	LOCAT	DATE	REMARKS
91-2839	COMILLOP	WW	8/28/1991	PARASAILING THE THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN THE PARK
91-2839	COMILLOP	WW	8/28/1991	PARASAILING IN PARK
91-3565	EMSALS	BF	10/11/1991	PARASAILING ACCIDENT/BLANDING
92-3455	ACCBTPI (serv)	BF	8/10/1992	PARASAILING ACCIDENT
92-3874	ACCBTPI (serv)	BF	9/2/1992	PARASAILING ACCIDENT
92-3874	EMSALS	BF	9/2/1992	PARASAILING ACCIDENT - BACK PAIN
93-3683	EMSBLS	BF	9/10/1993	PARASAILING INJ POSS FX ANKLE TRANSPORT TO CLINIC

6-16-06; 4:14PM;G. L. C. A. DISPACH ;9286086315 # 17/ 17

060614HCC3606

060614HCC3606 Exhibit H

National Park Service
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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

1538

060614HCC3606 Exhibit H

National Park Service
U.S. Department of the Interior

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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

1539

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– www.nps.gov/glca –

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1540

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mph and most were 15 to 20 feet in the air when they were either ejected or turned up accelerated back to the water. Another 10 to 20 mph of speed is added to their forwar the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ 70 foot cliff jump, with the added component of the victims having no control over how impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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1541

060614HCC3606 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

060614HCC3606 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM -----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM
MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

060614HCC3606 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM
MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

060614HCC3606 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM
CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM
CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

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We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
cell 928-640-0429
928-608-6259 FAX Office

060614HCC3606 Exhibit H

Kevin Schneider
06/08/2006 10:05 AM MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208

060614HCC3606 Exhibit H

- Home
- Kite Building
- Kite Portfolio
- Photos
- Archives
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« World's largest kite flies in Tokyo
321 kite-flyers held in a crackdown against metal-wire use »

Kite Tube!?

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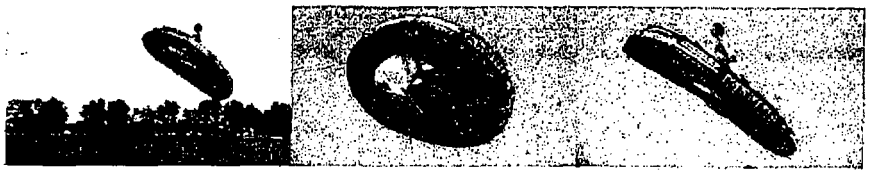
Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.



This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one… http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′..Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

060614HCC3606

Exhibit H

Submit Comment

KiteRing Connects People

[Join Now | Ring Hub | Random | << Prev | Next >>]

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1564

060614HCC3606

Exhibit H

Confirmation Report—Memory Send

Time : Jun-12-2006 08:53am
Tel line 1 : 9286086259
Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Kevin Jones	From:	Mark Law
Fax:	801 524 4506	Date:	6/12/06
Phone:	801 524 5677 x227	Pages:	
Re:		Fax:	928 608-6315
		Phone:	928 608-6252

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

1565

060614HCC3606

Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

be very traumatic.

Bob Baron

From: Luckesen [mailto:Luckesen@hughes.net]
Sent: Friday, June 09, 2006 8:59 AM
To: Kiko Augusto Villalon; Dr. Robert Baron; Richard Blackman; Bill Furbee; Jennifer Killeen; erny kuncl; Jim Leach; Fred Messmann; Joe and Nancy; Rngrram@aol.com; Todd Schwede; Ted Woolley
Subject: Kite Tubes

In the past three weeks we have had to Airvac four serious injured people from Lake Powell that were engaged in a new water activity called Kite Tubing. This activity involves a large round inflated tube that is towed behind a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air to a height of 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance cause the tub to dive down into the water at a high rate of speed. The individual on these tubes impacted the water at both the forward tow speed of the vessel and then at the downward accelerated speed, which can be as high as 70 MPH. As a medic I have responded to three of these calls in a one week period and my Kite Tubing patients all had to be Airvac to Level I Trauma Centers. A 29-year-old male who suffered a broken neck (double Fx of C-2) and a 26-year-old male with a hemopneumothorax produced by broken ribs. My third patient a 14-year old female suffered a whiplash injury and was released from the hosipital. Several weeks' earlier another Medic had a similar case at Lake Powell involving a young man with a severely punctured lung. Several local hospitals have reported recently seeing Kite Tube patients with simular injuries from people that have self transported to their facilities. Taking with other water enforcement agencies they are seeing Kite Tubing injuries and I have heard of one fatality in Texas. This death was due to a transected aortic commonly seen in deceleration auto and airplane type accidents. Interviews with friends and family members of patients have shown a disturbing trend with this use. In all cases at Glen Canyon NRA, multiple minor Kite Tubing injuries occurred with other members of the boating party prior to the incidents that required advanced life support. All victims stated they were using the kite tubes as directed when they suddenly lifted to dangerous heights, became unstable, and plunged up side down into the water. Friends of the victims that did not immediately report their injuries advised that they had coughing up blood, had torn muscles, whiplash type injuries and broken ribs.

Go to the following Internet link and then click on the video section in the upper right hand corner. These clip show graphically what can happen with these devices.

http://www.kutv.com/video/?id=16192@kutv.dayport.com < http://www.kutv.com/video/?id=16192@kutv.dayport.com>

http://www.kutv.com/video/?id=16155@kutv.dayport.com < http://www.kutv.com/video/?id=16155@kutv.dayport.com>

http://www.break.com/index/tubingtakeoff.html

Glen Canyon is considering banding these device from boating activities on Lake Powell and Dr. Baron has also taken an active role in banding these devices.

Steve

060614HCC3606

Exhibit H

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To: Mark Bernstein
From: Mark Law
Fax: 775 278 5863
Date: 6/16/06
Phone:
Pages:
Re:
Fax: 928 608 6315
Phone: 928/608-6252
Dispatch 928 608-6301

☐ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

See attachments.

Will be sent in 3 sessions

2nd set

060614HCC3606 Exhibit H

National Park Service
U.S. Department of the Interior

InsideNPS
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GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

1569

060614HCC3606 Exhibit H

National Park Service
U.S. Department of the Interior

InsideNPS
Information Gateway for NPS Employees

GLEN CANYON NATIONAL RECREATION AREA

Two Injured in Kite Tubing Accidents

Two people were injured in separate, unrelated "kite tubing" accidents in the park last weekend. In both cases, the victims were riding kite tubes towed by boats when they lost control of the device. Each then fell into Lake Powell from heights of between 10 and 40 feet. Kite tubes are large, round inflated tubes that are towed by boats at 20 to 40 mph. The user holds onto the kite tube as it rises into the air from 15 to 60 feet. Controlling a kite tube is extremely challenging and the slightest upset in its balance causes it to fall into the water. The first incident occurred on Friday, June 2nd, at approximately 2:30 p.m. near the Bullfrog area. A 29-year-old man from St. George, Utah, was riding a kite tube when he lost control and fell from a height of 35 to 40 feet while moving at approximately 35 to 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while kite tubing, but the other two sustained only minor injuries and were not treated. On the afternoon of Saturday, June 3rd, a 14-year-old girl from Houston, Texas, fell from 10 to 15 feet from her kite tube while being towed at 20 to 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction. After further examination at the hospital, she was released without serious injuries. These were the third and fourth accidents this year involving kite tubes. The first accident occurred on April 7th and resulted in a punctured lung caused by broken ribs; the second was on May 22nd, when another person sustained injuries to the chest and back while using a kite tube. Both of these incidents involved kite tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital. This is the first season that park rangers at Glen Canyon have seen kite tubes on the lake. Please see the related safety alert on kite tubing in this issue for additional information and for links to two TV news videos on kite tubing accidents.

More Information

Contact Information
Name: Kevin Schneider, Management Assistant

http://inside.nps.gov/index.cfm?handler=viewprintheadline&type=Incidents&id=2616

15 of 30

National Park Service
U.S. Department of the Interior

Glen Canyon National
Recreation Area

691 Scenic View Dr.
PO Box 1507
Page, AZ 86040-1507

FOR IMMEDIATE RELEASE
June 6, 2006 06-12

CONTACT: Kevin Schneider
928-608-6208

Glen Canyon News Release

Two Injured in "Kite Tubing" Accidents Last Weekend

Page, Ariz. – Two people were injured in separate, unrelated "Kite Tubing" accidents this past weekend at Glen Canyon National Recreation Area. In both cases, the victims were riding Kite Tubes towed by boats when they lost control of the device. The victims fell into the waters of Lake Powell from heights between 10 and 40 feet.

The first incident occurred on Friday, June 2 at approximately 2:30 pm near the Bullfrog area. The victim, a 29 year- old male from St. George, Utah, was riding a Kite Tube when he lost control and fell from a height of 35- 40 feet, while moving at approximately 35- 40 mph. He suffered a broken neck and was flown by helicopter from the Bullfrog Medical Clinic to St. Mary's Hospital in Grand Junction, Colorado. He was the third person in his party that day to be injured while Kite Tubing. The other two individuals reported they had minor injuries and were not treated.

On Saturday afternoon, June 3, a 14- year old girl from Houston, Texas, fell 10- 15 feet from her Kite Tube while being towed at 20- 25 mph. She lost consciousness when she struck the water. Park rangers immediately responded to the incident and she was flown by helicopter from Iceberg Canyon to St. Mary's Hospital in Grand Junction, Colorado. After further examination at the hospital, she was released without serious injuries.

These were the third and fourth accidents this year at Glen Canyon National Recreation Area involving Kite Tubes. The first accident occurred on April 7 and resulted in a punctured lung caused by broken ribs. On May 22, a second person had injuries to their chest and back while using a Kite Tube. Both of these incidents involved Kite Tube riders losing control of the device and falling into the water while moving at a high rate of speed. The individuals involved in these accidents were also transported by helicopter to the hospital.

Kite Tubes are large, round inflated tubes towed by a boat at 20- 40 mph. The user holds onto the Kite Tube as it rises into the air, 15- 60 feet from the surface of the water. Controlling a Kite Tube is extremely challenging, and the slightest upset in its balance causes the Kite Tube to fall into the water. As a newcomer to the market, this is the first season park rangers at Glen Canyon have observed their use.

– www.nps.gov/glca –

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1571

060614HCC3606 Exhibit H

mph and most were 15 to 20 feet in the air when they were either ejected or turned up: accelerated back to the water. Another 10 to 20 mph of speed is added to their forwarc the victims are hitting the water at 45 to 55 mph. These accidents are therefore the equ 70 foot cliff jump, with the added component of the victims having no control over how impact the water.

More Information...

Contact Information
Name: Mike Mayer, Chief Ranger

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060614HCC3606 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM MST

To: David Barna/WASO/NPS@NPS, Elaine Sevy/WASO/NPS@NPS, Karen Breslin/DENVER/NPS@NPS, James Doyle/DENVER/NPS@NPS, Patricia Turley/DENVER/NPS@NPS, Rick Frost/DENVER/NPS@NPS,
cc:
Subject: Grand Junction Daily Sentinel: Two injured at Lake Powell riding popular kite tubes

Two injured at Lake Powell riding popular kite tubes

Wednesday, June 07, 2006

By SALLY SPAULDING

The Daily Sentinel

Two people were injured at Lake Powell last weekend while riding "kite tubes" pulled by boats in the Glen Canyon National Recreation Area.

Both victims, a 29-year-old male from St. George, Utah, and a 14-year-old girl from Houston, Texas, were flown to St. Mary's Hospital in Grand Junction for treatment.

Kite tubes are large, round inflated tubes towed by a boat at 20 to 40 mph. The user holds onto the kite tube as it rises into the air, 15 to 60 feet from the surface of the water.

The product was released widely on the market this year and runs about $500.

This is the first season park rangers at Glen Canyon have observed the use of kite tubes, said Kevin Schneider of the National Park Service.

The first incident of the weekend occurred on Friday near the Bullfrog Marina area. The 29-year-old male lost control of the kite tube and fell roughly 40 feet while moving at approximately 40 mph.

He suffered a broken neck and was the third person in his party that day to be injured while kite tubing.

On Saturday, the 14-year-old girl was being towed at about 25 mph when she fell between 10 and 15 feet.

She lost consciousness when she struck the water and was flown from the Iceberg Canyon area of the lake to St. Mary's.

She was released from the hospital without "serious" injuries, according to Schneider.

Schneider said the weekend accidents were the third and fourth accidents this year at Glen Canyon National Recreation Area involving kite tubes.

The first two incidents also sent victims to St. Mary's Hospital and involved broken bones, a punctured lung and other injuries.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument

060614HCC3606 Exhibit H

Kevin Schneider
06/08/2006 07:41 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: Fw: Contact with Kite Tube Manufacturer and Distributers

fyi

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208
----- Forwarded by Kevin Schneider/GLCA/NPS on 06/08/2006 07:40 AM -----

"Paul Ostapuk" <postapuk@cableone.net>
06/08/2006 07:39 AM
MST

To: <Kevin_Schneider@nps.gov>
cc:
Subject: Contact with Kite Tube Manufacturer and Distributers

Hi Kevin,

I wanted to let you know that the Friends of Lake Powell has started a letter writing campaign to remove this new dangerous product from the market.

Have spoken to the manufacturer (Sportsstuff) and several distributors asking them to give this product immediate attention.

Thank you for your recent press release and have fun at the celebrations at Park Service Headquarters. I am on my way out of town to the Old Spanish Trail Annual Convention and will miss today's planned activities.

Paul Ostapuk
Friends of Lake Powell

060614HCC3606 Exhibit H

"Robert Baron"
<erfpmd1@cox.net>
06/07/2006 10:06 PM
MST

To: "Mayer, Mike" <Mike_Mayer@NPS.gov>
cc: "Steve Luckesen" <Luckesen@Hughes.Net>, "'Baron, Robert'" <erfpmd1@cox.net>
Subject: FW: Kite Tubes

FYI

From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Wednesday, June 07, 2006 10:06 PM
To: Kitty Roberts (Kitty_Roberts@nps.gov)
Subject: Kite Tubes

Kitty,

I have been following the cases of injuries concerning the operation of Kite Tubes. I believe the information collected on the lake, the need to airlift 4 people from the lake in 3 weeks with 1 having a broken neck and 2 others having major chest injuries suggests that this "toy" is just plain too dangerous. If you have not seen video clips of the use of these kites, please go to KUTV.com, click on the video section in the upper right hand corner and click the button that says "see all". Scroll through the options and there you will find a clip from 6/5 & 6/5. These videos show graphically what can happen with these devices.

Kitty, I have heard that your Rangers are suggesting the writing of a compendium that would ban the use of these Kite Tubes on the lake. From an injury prevention viewpoint, I have to agree. Please let me know how this all progresses.

Sincerely,

Bob Baron

060614HCC3606 Exhibit H

Bruce Malloy
05/10/2006 09:34 AM
CDT

To: Randy Y Larson/PAIS/NPS@NPS
cc: Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Mike
Subject: Re: Kite Tubing

Thanks for the heads up on this potentially dangerous activity. We have not experienced any interest in these types of "above the water" activities. But we anticipated that we would in the future, therefore last year we crafted and implemented a Compendium prohibition on all of these activities except windsurfing/sailboarding. We have not had any comments, negative or positive, on this prohibition.

§ 1.5 Closures and Public Use Limits
(a) Consistent with applicable legislation and Federal administrative policies, and based upon a determination that such action is necessary for the maintenance of public health and safety, protection of environmental or scenic values, protection of natural or cultural resources, aid to scientific research, implementation of management responsibilities, equitable allocation and use of facilities, or the avoidance of conflict among visitor use activities, the superintendent may:
(1) Establish, for all or a portion of a park area, a reasonable schedule of visiting hours, impose public use limits, or close all or a portion of a park area to all public use or to a specific use or activity.

Kitesurfing, kiteboarding, hang gliding, and parasailing (board riding while attached to wind-driven parachute-like objects or wing devices and/or towed by a vessel or vehicle) are prohibited. The closure is in effect on all park waters.

Kitesurfing/boarding, hang gliding, and parasailing within the National Recreation Area has been deemed an inappropriate activity given safety concerns and resource conflicts that the park is mandated to prevent. The reservoir is a highly used public area with many recreational activities including swimming, fishing, camping, and boating. These activities have a long history of compatible use. Kitesurfing/boarding, and parasailing requires large open areas free of people, obstacles, and other activities. Accepted safety practices by kitesurfing/boarding and parasailing associations and groups advocate no kiteboard or parasailing use in swim areas and avoidance of obstacles. A kite or parasail being operated in the air has a reach of at least 100' and kite lines under tension can cut anything they touch like a razor. Hang gliding while attached to a vessel or vehicle is also prohibited due to the inherent safety risks associated with this activity and the dangers to others either in the towing vessel/vehicle or others nearby. A closure will ensure the safety of park visitors and avoidance of conflict among visitor use activities. **This closure does not include sailboarding, where a sail is permanently affixed to the board.**

Bruce Malloy
Chief Ranger
Amistad National Recreation Area
4121 Veterans Blvd.
Del Rio, Texas 78840
830-775-7492 ext. 213
Randy Y Larson

Randy Y Larson
05/09/2006 12:39 PM
CDT

To: Mike Mayer/GLCA/NPS@NPS
cc: Bruce Malloy/AMIS/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Dennis Weiland/CHIC/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS
Subject: Re: Kite Tubing

We have not experienced Kite Tubing but the rage on the coastlines of the country over the last several years is Kiteboarding (also called Kitesurfing). Kiteboarders use smallish like surfboards with footstraps tethered by a 30 meter kevlar line to a parachute. With strong winds kiteboarders use the parachute sail to achieve surface speeds of 30 MPH and in doing so can actually "take off" and get airborne for brief periods.

Our primary concern was a myriad of visitor safety conflicts. At 20-30 MPH a kevlar line could actually sever a limb or neck of a sunbather, swimmer, windsurfer, etc. Further compounding our issue is that PAIS is one of the top 5 windsurfing areas in the country. Windsurfing is embraced and managed by the park and fully compatible with our mission. However the two issues were not compatible together. Windsurfers generally sail perpendicular to the wind while kiteboarders travel parallel with the wind. What we were seeing was an "unguarded intersection" with the potential for a cross collision or "clothesline" at a combined speed of 35-50 MPH. A kevlar line across a body could be disastrous.

We spent a lot of time debating the issue in the park and I met with two local outfitters in Corpus Christi who had the majority of the kiteboarding business. As I looked into accepted safety practices by kiteboarding associations and various kiteboarding group I found commonly accepted standards that advocated no kiteboard use in swim areas and avoidance of crowded beaches. In the end a closure was deemed necessary to ensure the safety of park visitors and avoid conflict with other visitor use activities.

We talked over the applicability of 36 CFR 2.17 with the Solicitor, WASO, and others. We received mixed opinions on the applicability of 2.17, so in the end a compendium closure was crafted which prohibits Kiteboarding at PAIS.

Surprisingly the closure has gone well. I think the safety issue was pretty obvious to everyone and it helped having many alternative sites outside the park for Kiteboarding.

Hope this helps.

Randy Larson
Chief Ranger
Padre Island National Seashore
(361)949-8173 x237
Mike Mayer

Mike Mayer
05/08/2006 11:51 AM
MST

To: Dennis Weiland/CHIC/NPS@NPS, Dale Antonich/LAME/NPS@NPS, Bruce Malloy/AMIS/NPS@NPS, Matthew Senulis/LAMR/NPS@NPS, Randy Y Larson/PAIS/NPS@NPS, Linda Alick/CURE/NPS@NPS, Linden Schlenker/BICA/NPS@NPS, Mark Law/GLCA/NPS@NPS
cc:
Subject: Kite Tubing

The next thing that will cause us trouble with injuries and deaths. Kite Tubing. Three weeks ago we had our first near fatality from this activity. If you haven't seen this you need to go to the web site. www.sportstuff.com. Its made by WEGO Kite Tube and in my estimation they won't be in business long.

Our guy was 75' behind the boat, traveling 28 mph, and about 10-12 feet off the water. The kite tube inverted and plunged or rammed the water surface. Seems innocent enough, but 30mph forward speed + accelerated downward plunge = unconscious tuber with three broken ribs and punctured lung. He was pulled from the water, unconscious and face down (est. 45 sec.) by his party and taken to shore where we air lifted him. We have a history of folks that died from cliff jumping from 20-30 feet and routinely die from 70+ feet.

It won't be long until someone figures out that if we put a 400 foot rope on the kite tube then it can get 50

feet in the air.

I am just curious if any of you have experienced this yet?

Mike Mayer
Chief Ranger
Glen Canyon National Recreation Area
office 928-608-6253
cell 928-640-0429
928-608-6259 FAX Office

060614HCC3606 Exhibit H

Kevin Schneider
06/08/2006 10:05 AM
MST

To: Kitty Roberts/GLCA/NPS@NPS, Nancie E Ames/GLCA/NPS@NPS, Susan Perkins/GLCA/NPS@NPS, Mike Mayer/GLCA/NPS@NPS, Stan Burman/GLCA/NPS@NPS, Pat Quinn/GLCA/NPS@NPS, Hank
cc:
Subject: arizona daily sun: Kite tubing injuries on Lake Powell a worry

From the Arizona Daily Sun, Flagstaff

Kite tubing injuries on Lake Powell a worry

By CYNDY COLE

Sun Staff Reporter

06/08/2006

A large, disc-like inflatable tube that lets water recreationists 'take flight' on Lake Powell is also leading to emergency room trips.

One product retailer is saying the new toy towed behind boats at Lake Powell lets riders "fly through the air like a bird... reaching incredible new heights."

After four injuries this summer in which riders were also flown to the hospital, the National Park Service is warning that the kite-like device is causing broken bones and comparing the new sport to cliff jumping, which is prohibited.

The toys are round, inflatable discs about 10 feet in diameter that are pulled behind boats. The rider lies flat on top of them as the boat gets going, then sometimes soars into the air at 45-degree angle, half-standing on them, shifting the body weight back away from the boat with a yank. There are footholds and handles.

It's like riding on top of a big, inflatable disc.

"The slightest movement by the user to upset the balance will cause it to tumble into the water," recreation area spokesman Kevin Schneider said.

Videos on Web sites that sell the Kite Tube for about $600 show one rider hanging half-on, half-off, legs dangling.

In other clips, riders appear to soar 10 or 20 feet above the water on the disc, which has a skull and crossbones logo on the underside.

Four people have been flown out of Glen Canyon National Recreation Area with injuries after riding Kite Tubes.

"This is the first time we've actually seen them in Glen Canyon National Recreation Area," Schneider said.

Friday, a 29-year-old man from St. George was about 35 or 40 feet in the air, being pulled at 35 or 40 miles per hour when he fell. His neck was broken. He was the third person in his group that day to be hurt, though the other injuries in his group were considered minor.

On Saturday, a 14-year-old girl form Texas fell from the kite 10-15 feet and was knocked unconscious when she hit the water.

"In some ways this is similar to cliff jumping, because you have a person falling into the water at a high distance and relatively high rate of speed," Schneider said. He added riders are not in control of how they hit the water.

Cliff jumping was banned across Lake Powell last year. The Park Service has made posters -- they can be found taped up in convenience stores near the lake -- out of a video of one man who jumped off a cliff and was never seen alive again. His friends were holding the video camera.

The Park Service is allowing the new devices, but is reviewing accidents as they happen.

A ban on Kite Tubes would be within the park's authority, Schneider said.

Cyndy Cole can be reached at ccole@azdailysun.com or at 913-8607.

Kevin Schneider
Management Assistant
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
928-608-6208

060614HCC3606 Exhibit H

- Home
- Kite Building
- Kite Portfolio
- Photos
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Kite Tube!?

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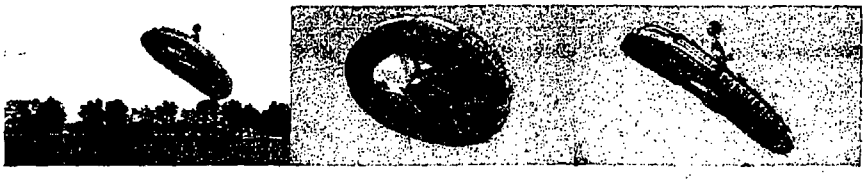
Just reading the Toronto Kite Fliers mailing list today and someone posted a link to a bizarre "kite" that is towed behind a boat. It's called the WEGO KITE TUBE produced by SPORTSSTUFF.

So the idea is basically you convince some fearless individual to climb on top of this inflated disk, tear down the lake at top speed and with some "control" the rider can launch the kite tube in the air and remain air borne. As long as you have enough speed, and you keep the right angle of attack you should be ok. (mildly insane but ok)

Personally I don't think I would do it… there are a few spills in that video that look like they could have been a lot worse… you can check out the video here: Kite Tube Video.



This entry was posted on Tuesday, February 28th, 2006 at 8:57 pm and is filed under General. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

60 Responses to "Kite Tube!?"

1. *Al* Says:
   March 3rd, 2006 at 4:33 pm

   The wego kite tube by sportsstuff is definitely going to be an interesting ride, living in minnesota, I have not been able to get on this tube yet (it was released in january and our lakes are froze, obviously). But I sell this tube at MN Boat Shows, and as such, I have personally watched this video a few hundred times.

   The WEGO will be a very safe tube if used right, as you can see in the video that if you don't want to spill on the tube, you will not have to. The girl in the video stays at a constant 5-10 feet off the water when she wants to. I personally can not wait to ride this tube. We are currently thinking about taking this tube in the locks, where there is open water right now,

simply because I am so excited to ride it. And you will not have to go "top speed" the maximum recommended speed to pull this tube is 14-28 m.p.h, depending on the wind speed on your lake.

2. *Stephanie* Says:
March 6th, 2006 at 8:22 am

That looks like a blast! You get one and I'll try it ☺

3. *jack* Says:
March 7th, 2006 at 11:51 am

we live on a small lake that we ski and tube .....we were wondering if the tube can be turned in air since our lake is only about 1/2 mile long.....plz reply.....jack

4. *JON* Says:
March 9th, 2006 at 4:31 pm

Hello Jack,

Go ahead and get one man its crazy. Speaking from riding the Kite tube it is speechless. A 1/2 mile lake should be ok on the turns all you have to do is slow down and bring the rider down to the water and then turn. This not like a regular tube where it is rider versus boat driver. You have to watch the tube so if he gets to high you can gradually slow down to let him down out of the air. I have ridden mine like a regular deck tube and lower speeds and wind conditions and it performs awsome. Going on a whip the all sudden it catches a litte air then off to riding it like a deck tube again. My friends have gotten 3o to 40 feet in the air on this thing. One friend only want to go 5 feet in the air so we watched him in the reer view mirrow of the boat to make sure he didn't get to high. In summary i would say to get man you can always go to a bigger lake to for long runs. But short lake it will work. I remember we practiced like 10 rides and we were able to do a gradual turn not like a whip but gradual in the air. Going against the wind is key when going with the wind you don't get as high but thats ok we just ride like a huge deck tube with occassional ups and dows of 1 foot or so. SO GET MAN AND TELL YOUR FRIENDS! Oh ya there is a instructional video and riding vidoe at there website. www.SPORTSSTUFF.COM

HOPE THAT HELPS POST YOUR COMMENTS IF YOU GET ONE OR ANYMORE QUESTIONS!

5. *Chris* Says:
April 8th, 2006 at 9:43 am

Just bought a new Malibu V-Drive, traded in my 2005 Supra inboard for a larger, faster, v-drive with a tower. Can't wait to try this out!! Is it any more difficult for the driver to control the boat with the tube in the air? And have you ever tried hooking it up on the Tower to get more height? Let me know.

Thanks!

Chris

6. *marc* Says:
April 18th, 2006 at 3:16 pm

Hey Chris

I had the same idea about hooking it up to the tower, 3 out 5 guys landed in the ER that night, The air we caught was unreal. Approx 40ft on a 65ft line. It was cool but insane all at the same time. If you do hook it their be prepared for a rough fall. Good Luck

Marc

7. *Cecil* Says:
April 19th, 2006 at 4:55 pm

Does anyone know what will happen if I hook it up to my pylon with a 100ft. barefoot line? I was thinking about running 40mph into a 20mph head wind. How tight would that be?

8. *still recovering* Says:
April 20th, 2006 at 12:53 am

Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

9. *adog* Says:
April 23rd, 2006 at 3:05 am

we used the 65 ft cord and to the tower on a ski nautique 210 air and got AT LEAST 50 ft before he fell on his neck….knocked him out but us Texas boys dont go to the ER till there are limbs hanging off…..

10. *Steve* Says:
April 26th, 2006 at 1:06 am

All the videos i have seen have people on the wego kite tube that are about 150lbs, will this tube fly with lets say a 200lb fat boy…. lol

11. *D Raley* Says:
April 26th, 2006 at 9:38 am

I road one last weekend. I could NOT control the height or dipping from side to side (think real kite) If I had not had on a professionally ski jacket I would have been ER. I am wearing a 6 inch wide bruise from the bottom of my jacket to my knee.

12. *areamike* Says:
April 26th, 2006 at 10:16 pm

I put a video on our Family website of us riding this Kite Tube for the first time this last weekend.
(click on Kite tubing Video)
http://www.fauxpas.org/modules/xoopsgallery/view_album.php?set_albumName=album44

The last wipeout in the video is insane…use at your OWN risk is an unserstatement. This thing can be a great ride as long as you have a GOOD boat driver and STEADY headwinds. Do not use in Wind gusts!

13. *Cody* Says:
April 27th, 2006 at 2:44 am

^^^^That looked like a nasty spill. How was he afterwards?

For anybody interested in purchasing this tube, I would recommend checking out this one…
http://www.sevylor.com/towables.html

I rode it last weekend and I was high flying just like on the video in about 15 minutes.

14. *bdog* Says:
April 28th, 2006 at 12:43 am

A collapsed lung and a broken wrist are pretty serious—BUT at least all of us were tough enough to stay conscious.

15. *Meagan* Says:
May 2nd, 2006 at 11:10 am

I watched a friend of mine die when he fell off of the wego kite tube, it was the most awful thing I will ever expierence. He broke his neck when he hit the water. Please, please don't use this tube!!

16. *greg* Says:
May 4th, 2006 at 9:39 pm

Anyone riding this thing should check this out.
http://www.kfdm1.com/engine.pl?station=kfdm&id=14598&template=breakoutlocal.html

17. *Steadywinds.com » Blog Archive » Kite Tube Claims Life* Says:
May 4th, 2006 at 11:17 pm

[…] A link to this story was posted as a comment to an earlier post I made about the Kite Tube. Based on this story and a number of the comments to the last kite tube post it's not safe! Please don't take your life into your own hands with one of these. The constantly changing angle-of-attack, combined with weight shifts from the rider and the lack of drag make this an extremely unpredictable "kite". […]

18. *joe* Says:
May 9th, 2006 at 9:40 am

I can;t belive the comments that i'm reading about.
i'm realy freaking out.
my friend bought one and we flwe it this sunday and he had a nasty spill whent the thing whent up and flipped over becuase of the wind that threw him off and he's def in one ear for 4 weeks becuase he broke his eardrum when it smacked him down onto the water surface fter going 29 feet high ☹ :(

we;re planning on doin it again>
big tip: DON NOT USE IN HEAVY WINDS OR GUSTS, HAVE AN EXPERIENCED BOAT DRIVER.

19. *Brian* Says:
May 11th, 2006 at 11:08 pm

Meagan, please email me at brianmazzola@gt.rr.com. Thank you.

20. *SCOTT* Says:
May 15th, 2006 at 2:22 pm

I bought 1 last week we have come close to getting it flying how fast are you going to get it to fly

21. *will* Says:
May 15th, 2006 at 7:32 pm

Does anyone know which kite tube is steadier the Manta or the WEGO KITE TUBE?

22. *Chris...* Says:
May 16th, 2006 at 3:39 pm

I bought one of these last week and I have ridden it approx. 7-8 times now and getting pretty good with it, Yesterday I flew about 20′ or so probobly 5-6 different times with good control, it was really steady going up and coming down, when I was first using it, it come down sideways a few times but I just held on and it corrected itself. Now on the other hand, a friend of mine was on it yesterday also and a gust of wind caught him and he quickly soared to about 30′ and got out of balance and flipped it and fell 30′ at 30mph and he thought he broke his arm, although he didn't and he is alright. I honestly love this thing and think its a blast but after yesterday I don't think I'm going to let my friends get on it unless they sign a release form or something and I will probobly only let like me and my brothers on it anymore. It can be dangerous but everything that really gets your adrenaline pumping is a little dangerous, I suggest just doing like the manual and video says and starting with the 45′ rope for 12 times then the 55′ rope for 24 times until you get used to it then the 65′..Good luck and stay balanced.

23. *Steve* Says:
May 17th, 2006 at 7:55 am

scott,

i have had mine for 2 weeks. flying it great! we were only doing about 27mph or 30. into a 10 to 15 wind
what is your email and i will send you some pics.

24. *Steve* Says:
May 17th, 2006 at 7:58 am

correction on the speed only going 20 to 25mph

25. *SCOTT* Says:
May 17th, 2006 at 2:22 pm

We have tried 25-35 mph we can but the winds were no more that about 10mh my e-mail is maxie5612@yahoo.com pics would be appreciated.

26. *Chris* Says:
May 19th, 2006 at 10:27 am

My friend purchased the wego and we took it out, it was really fun at first, but then I was riding it and for no reason it took off about 40-50 feet in the air and went out of control and slammed me down hard onto the water. Now I am an avid wakeboarder, tube rider, thrill seeker, but this thing is going to kill someone! I recentely read that it did actually kill some one. Well we decided to try it again the next day and my friend was on it and it did the same thing to him went about 30 feet up then took a hard nose dive right to the water it wrapped him up in the tube and slammed him so hard it tore his acl in his knee and broke 2 ribs. This tube is a great idea but they need to redesign it. They had better watch out or as sue happy as this world is there will be a major lawsuit against them.

27. *Steve* Says:
May 21st, 2006 at 9:12 pm

Chris,
we have been getting some serious air on the tube also. One of my buddies stayed up for 35 seconds(our longest ride of the day). he was @ 10to15 feet on this ride. i can relate to the nose dive, were you guys in cross winds or calm day?

28. *Taylor* Says:
May 21st, 2006 at 10:20 pm

I just bought one of these today and I will say it is alot of fun, but this thing can get out of control. As a former member of the Coast Guard I guess I should know better but I was pulling my friend and decided to push the envelope and I sent him into orbit, probably about 40′. My natural reaction was to pull back on the throttle, well that was the wrong thing to do becuse he came barreling down into the water and messed his knee up bad. Anyway we are going to keep using it, but we are going to be alot more careful.

29. *Taylor* Says:
May 22nd, 2006 at 3:55 pm

Quick note I have ultimatly decided to sell this thing, I don't want to be responsible for killing a friend. I now think this thing is much to dangerous. I saw somewhere earlier that there are some guys from Texas. Just to let you know that a buddy of mine is a game warden here in Texas and this thing will be ILLEGAL to use buy the end of this summer, he assures me. So I guess if you are in Texas I would start thinking about selling as soon as you can because you won't be able to sell them after that.

30. *FTC924* Says:
May 23rd, 2006 at 12:54 pm

My friends and I had this monster out yesterday here in Illinois. We are all over 200 lbs and in

good shape and thought this thing would be easy. We hooked it to the back of our wave-runner and began at 45′. We were able to hop across the water but the tube was definitely unsteady and would throw us off without notice like we were rag dolls. Towards the end of our first run we were able to get the tube to around 5 foot above the water for a few seconds at a time. The last run at 45′ (before we were going to extend the rope to 55′) I was at 5-8 foot above the water and the tube decided it was done and turned over and face-planted me into the water. I thought my jaw was broke.

Since my jaw was not broke, we went to 55′ and began to get this thing to 10 feet. However, not matter what we did, if we hit a gust of wind or a cross wind, the tube would twist and turn and thow us off. All this time we were keeping the MPH's around 30-35 because we wanted to learn first. Then one my friends signaled to go faster so we upped the speed to 40 MPH and up he went to approx 15 feet. He seemed to have major problems keeping the tube steady at that height and speed and right before (and I mean right before) the tube decided to turn over and nose dive to the water, he jumped off and landed on his feet. We all think we was lucky.

We finally decided to try the 65′ foot length and I am man enough to say that we were not ready (or "I" was not ready). I was the first to try it and wanted to increase the speed to 40-45. During my run, I was easily flying 10-15 feet in the air and it seemed to me that I was getting the hang of it. But then I caught a huge gust of wind that took me to 30 feet in the air instantly and then, even faster, it turned to the left and then whipped to the right and threw me off into the water and I landed right on my back. It knocked the @^%!$@ out of me and I could hardly breathe for a good 5-7 minutes. I thought my neck and back were shattered. I have not gone to the doctor yet but I have eaten two bottles of aspirin since yesterday. It does disturb me that I landed exactly how that 33 year old guy landed in Texas that was killed. AND HE WAS ONLY AT 15 FEET. I was double that.

Anyways, we do many extreme sports but are always in control and we can always push the sport to our abilities. One thing I know for sure, you cannot see the wind nor can you control it and while on the Wego Kite Tube it is hard to control it as well. One thing I notice in the manual you get with the tube, it states that the weight limit of the tube is 200lbs but it seems to me that the lighter the person is, the more uncontrollable the tube will be since it is 10 feet wide. I thought the weight limit was 200 lbs because the tube would not get off the water at weights above 200. WRONG!!!! In fact, at the end of the day yesterday we decided to put two guys on the tube and ride it like a conventional tube whipping them in figure-8's and stuff like that. This is 425 lbs on this monster and as I whipped them around the first circle, they GOT AIR and were 2-3 feet over the water!!!!!

I am calling Sportsstuff today for answers to my questions and will advise as to what they say.

Does anyone have experience on the Mantra flying tube? It is easier to control when flying? I have watched the video and it does seem easier but then again it was being ridden by a professional. Someone please advise.

31. *Cody* Says:
May 24th, 2006 at 9:48 am

The Manta is much safer than the WEGO, it has rope handles that you hold onto so that you can suck the wings in to steady it out, and fly for a few minutes at at time. I knew the WEGO

was gonna be bad news from the beginning. Now I won't even be able to do my favorite thing come to the end of the summer.

32. *JJ* Says:
May 25th, 2006 at 3:27 pm

We just got our Wego and it is AWESOME! I was a bit nervous the 1st time out, but now I can't get enough. If you and the boat driver/spotter take the time to watch the instructional DVD, read the manual and actually use as directed it's a great ride! It takes getting use to and I recommend starting with the shortest of the ropes until you get comfortable with it, but we have had no problems towing at around 25-27 MPH. I can see how it would be dangerous if not used properly, but you can say that about anything. Common sense-it says right on the tube, only kite as high as your willing to fall. I give it two thumbs up!!!

33. *Shellie* Says:
May 26th, 2006 at 11:21 pm

Wrap me in bubble wrap and give me a helmet, I'll try it!

34. *Michael Laninga* Says:
May 27th, 2006 at 11:44 am

My son (18 years old) had a nasty crash on a Wego Kite Tube May 25th. He suffered a broken back and three broken bones in his left foot. He will be in a back brace for 6 - 8 weeks and require surgury on his foot. He missed his High School graduation and all night party too. Worse he has lost his summer employment at a youth camp. This is a very dangerous toy.

35. *James* Says:
May 28th, 2006 at 11:00 am

Hi, i am thinking about getting a wego, but am wondering if our boat can handle it, its a 79 doral 6cyl mercruzer 165h, can someone tell me if this is sufficiant, to pull this crazy thing, thanks James.

36. *lil ripper* Says:
May 29th, 2006 at 10:54 am

my name is lil ripper and i just got back from the hospital last night from crashing down off the kite tube we had it hooked up to the tower in out boat not a good idea..i dont really rember what happened b/c i suffered from amniesa but i was told i feell from 20 feet in the air and became uncounsious i recomend not getting one!!!!!

37. *Chris* Says:
May 30th, 2006 at 11:28 am

I wrote earlier and told ya'll about my buddy that fell from about 30′ well he's getting better with a little shoulder pain still but will be ok. I had this thing out again this weekend and I have to say that I personally am getting pretty good with it, I can fly it about 15′-20′ very smoothly and bring it back down no problem, I do have to say though that I ride motorcycles alot and do have pretty good balance, which I believe is the key to the kite tube. I am still the

only person that has been on my kite tube who has not flipped off at some point. I love it and can't get enough. If the wind isn't blowing very much I'll get my wife to drop the throttle all the way down to about 40mph so that I can get more air but if the wind is blowing pretty good or it is gusting then 25 works really well, I can get 15′ with the 45′ or the 65′ rope easily. But I can see were a cross wind could throw you off course and put it out of control if you didn't expect it, so I suggest staying balanced and expect the worst and hope for the best when flying high but I have had no problems at all. Oh and 165HP should pull it fine, I have a 19′Chaparral with 190HP and it has no problems at all pulling it. Just be careful using the kite tube and follow ALL of the instructions or ride at your own risk.

38. *Derek* Says:
May 30th, 2006 at 2:41 pm

Ive taken hard/high(30′) falls and next time im wearing a protec helmet and neck brace… maybe even a mouth piece, just dont use it in high winds,cross winds. use alot of air in the tube and alot of balance when your up there. also pull into the wind as straight on as you can

39. *James* Says:
May 31st, 2006 at 12:35 am

hi,thanks chris ,i will ride carefully, cheers James

40. *jason* Says:
May 31st, 2006 at 8:52 am

Had my first experience this past Memorial day. Chris is dead on with the wind situation. It was pretty windy that day. The kite goes up very well, but if you have some wind gusts, no amount of balance is going to help you. It is like trying to fly an airplane with one wing. it started the side to side shaking very violently and I came off of it at about 25′. Needless to say, the water feels like concrete when you hit it at that height and moving at about 35mph. On a good ligt wind day, you should be able to fly it with some nifty balancing. Even though it hurt when I fell, i will get back on it again. A glutton for punishment i quess!!

41. *Steve* Says:
May 31st, 2006 at 5:41 pm

O.K. guys here is our story… memorial day weekend. friend of ours was riding the kite tube on the 65 ft line. was flying great! at @15 to 20′ all of a sudden he went to 40′ in a split second. he had excellent control of this thing. he got a bit nervous and couldnt figure how to get it down lower. we backed of throttle a bit and tube went sideways and threw him off. unfortunally he suffered a compressed vertabrae. i have posted here before and wanted to see if you guys could control the up and down on this thing. the fall he took was not really from the 40ft because he was comming back down when we throttled back. the side of the tube actually hit the water first and then slung him off. we have been very carefull when flying this thing. we all will still ride. i really believe this is the most extreme water sport out there.

42. *Steve* Says:
May 31st, 2006 at 5:45 pm

Hey chris send me some pics!!!! stevewbarco@aol.com

43. *Steve* Says:
May 31st, 2006 at 5:54 pm

FTC,

let me know when you talk to sportsstuff. im interested in what they have to say
thanks

44. *Chris* Says:
June 1st, 2006 at 4:13 pm

Steve,
Not saying it was the boat drivers fault in this case but I've been thinking about this same situation and this is what I have come up with. If he was flying it great at 20′ then the only thing that shot him up further was a gust of wind unless someone was playing around too much and dropped the throttle to send him up higher. I think if the driver would have remained steady on the throttle that just as soon as that gust of wind settled down then he would have come down as well. I have experienced this and just remained balanced and it would come back down after a few seconds or so. But another thing I've been thinking about is this…if someone is 40′ in the air on a 65′ rope then that only leaves about 50′ horizontel distance from the kite tube to the boat and at 30mph you cover approx. 44′ per second so if the boat driver panics and drops the throttle all the way down and the boat stops it wouldn't take much for the kite tube to drift over the boat and drop the rider into the boat, which could mean serious injury or death. If my math is off I am sorry but this COULD I believe happen, someone please correct me if I am wrong. But like in your case you said the kite tube was already decending then you backed off the throttle, so in a sense you backing off the throttle caused the kite tube to lose any lift from underneath that it might have had to bring it down smoothly which caused it to flip sideways and down into the water. I really hope your friend gets better and I have sent you a few pics but I still have to get some better ones.

45. *Chris* Says:
June 1st, 2006 at 4:22 pm

Ohh I forgot to tell you guys that I rode the kite tube backwards this past weekend for a few seconds, I just sit down and grabbed the handles and it went up maybe 4′ off the water…felt kinda wierd and I didn't have much control and didn't want to break my record of no falls so I turned back around but my brothers were tripping out. It was a nice view though…you could actually see very well just how high you really was.

46. *peter pond* Says:
June 2nd, 2006 at 8:33 am

used the kite tube for 1st time last weekend,everything was great til i shot to 30′ instantly,the tube started getting very unstable up there,so i bailed,hit the water so hard it ripped my shorts in two,rested on the beach for 20 minutes,tried agian,same thing ,back up to 30′,came crashing down,i don't think my body can handle a 3rd violent impact,and everyone else is to scared to

use the tube because they might get shot to 30′+.so my question is if we go shorter than 45′ on the tow line,to say 25′ will this eliminate the threat of going to high,but still allow for some lift off the water,and being a safe distance from the prop?????

47. *Chris* Says:
June 2nd, 2006 at 11:35 am

Man just my opinion, 25′ might be a little too short, it might be difficult starting off with the washout from the inside of the wake being so close, I would think it would try and submarine really bad, I would try 35′ or even 40′ first, but if you called sportsstuff they might have a better answer for you from the safety end, I don't think the prop would be an issue though. Something to keep in mind for next time, I know you can't see the wind or anything but if you shoot up to 30′ really quick then it may be gusting too bad to fly it for that day, I think the DVD that comes with it says something about it.

48. *HeyTone* Says:
June 3rd, 2006 at 1:08 am

My brother recently went to 65′ rope, and he got it on video. His friends are absolutely nuts and some of the wipe outs are downright violent. There's two videos at the following link if you want to check it out.

HeyTone.com movies

49. *Duane H.* Says:
June 6th, 2006 at 3:33 pm

We saw this video at Bass Pro Shops and went out and bought it. We started out at 65 feet of rope at approx. 35 MPH. My friend Kevin was doing great for the first 5 minutes and we were amazed at the hieght we were getting. The next thing we knew he shot up high in the air and was slammed down on his right side at full speed. He was knocked unconcious and had to be pulled from the water with rescue breaths given to revive him. We took it back the next day.

50. *Mark* Says:
June 7th, 2006 at 8:28 am

I wish we had the problem of getting to high on the Wego Kite Tube. We cannot get the tube off the water. The area just below the recessed foot holds is always touching the water. The first weekend the tube was under inflated, because we had no foot pump, that explained that. The second weekend we had it fully inflated, 150-160 pound rider, 10 mile hour head wind, and still could not get the tube into the air. The riders have all watched the video. We used both the 65′ and 55′ foot lengths and have tried speeds up to 30 miles on hour. We have 23′ - 250 horse I/O - deck boat, with the tow rope attachment about 2/3 of the way up the transom. Any suggestions would be greatly apprecaited. Thanks

51. *Steve* Says:
June 7th, 2006 at 11:44 am

Mark,

Keep riding, it will take a few tries to get accustomed to. you should let the tube do all the work. we struggled with this. we were trying to really yank on the handle to make it fly. that is the wrong thing to do. just graddually pull back and the wind should do the rest. make sure the tube is properly inflated very important!!!! be patient. this thing will soar. i have posted here before.. and PLEASE BE CAREFUL!!!!!!!
we usually run anywhere between 28 to 32mph depending on the wind. there should be no problem getting a 150 t0 160lb guy or girl up. send me you email i will send you some pics

52. *Michael* Says:
June 7th, 2006 at 11:09 pm

We tried this last weekend. It was a blast. Started with the rope at 65 feet behind a Seadoo. Had a little trouble with control at first but once we figured out to go directly into the wind it was fine. If you get out of control just sit down and the tube will go back down to the water. Even my almost 50 year old mom had a blast.

53. *Calestie* Says:
June 7th, 2006 at 11:19 pm

Our family bought the wego kite tube. We all sat down together and watched the instructional video twice!! We are all experienced baoters and have been boating for years. My husband crashed hard on the tube. He was coughing up blood and had to be lifeflighted to closest hospital. Has broken ribs, bruised, and abdominal problems. This tube is NOT SAFE!!!!! We followed instructions exactly. It is totally unpredictable. DO NOT BUY IT!!!!!

54. *Rod* Says:
June 8th, 2006 at 4:06 pm

We bought a Wego Kite Tube, tried it for a couple weekends, and returned it this week. It can be very dangerous! Please be sure it is properly inflated, do not use in unsteady winds, and the boat driver should never let the tube get more than 5 feet off the water. The kite can easily soar to 25-30 feet, and dump you off hard. We are experienced boaters and tubers, and think this tube will eventually do the same thing to anyone who uses it. It can be a lot of fun, till someone gets hurt. The last time we used the tube, the rider hit the water and was unconscience for about 10 seconds. We experienced a moderate concussion, bruised ribs, coughing up blood, and severe headaches in the short time we used it. Definately not worth the risks!!

55. *David* Says:
June 9th, 2006 at 11:24 am

I just found this site while looking for information about the Wego Kite Tube after a 17 year-old in Winter Haven, Florida sustained a life-threatening injury while using this product. The young man is an experienced wake-boarder who was preparing for the professional circuit (the boat driver was also experienced). This young man sustained a 30-40 foot fall when a sudden gust of wind lifted the tube from 10 feet to that height and then flipped him over. He sustained a dissection of the aorta and has survived only because of prompt emergency care and 6-hour surgery in Tampa.

This product may provide "thrills," but so does Russian roulette, which is what you are playing every time you take a ride on this kite tube. This young man was not an inexperienced "hot dog"; he was athletic and experienced. This product should be taken off the market!!! Warnings on the tube or on "instructional videos" are not a defense for the continued sale of this product.

For those of you considering purchase and/or use of this kite tube, PLEASE review the many internet postings available. If you still decide to use it make sure you have major medical coverage and funeral arrangements.

56. *Steadywinds.com » Blog Archive » More Kite Tube Problems...* Says:
June 9th, 2006 at 12:06 pm

[...] Kite Tube!? WOWT | Kite Tubing Writes [...]

57. *Troy* Says:
June 10th, 2006 at 2:46 am

I have been a boater for many years, my family and I love to tube.
When I first saw the Wego Kite Tube (overtons I believe) I had to have one. After 1 trip to the lake and some forum searching, I am putting my tube on ebay. This tube has the potential of hurting many people, and the one ultimately responsible will be the boat driver. This tube will go from skimming the top of the water to 20 feet in a blink of an eye. Now this wouldnt be so bad at 15 or so mph. I had a 190 pounder at over 40 mph before the tube would lift in a low wind situation. Falling off at 40 mph would not be fun.
I encourage anyone to watch the videos posted on this site before purchasing a kite tube. Look at how violent the crashes are. Think of the liability involved if someone gets injured behind your boat, or worse. Friends are friends until they are layed up, unable to work, bills are piling up .....lawsuit to follow.

58. *Cader* Says:
June 12th, 2006 at 12:31 pm

I got on one this weekend and I have to say this is sweet!
My brother-in-law took about a 10′ spill on his head and got a headache but he has has much worse on his air chair. Granted we were out on a pretty windy day and we shouldn't have been on the first time out.

I keep reading about people getting hurt on this but a lot of them are starting out with the 65′ length rope and / or putting it on a ski tower, BOTH of which the instructions say NOT to do!!!

There is a post about a 100′ rope on a tower:
still recovering Says:
April 20th, 2006 at 12:53 am
Using a 100 foot line or tieing to the tower is just stupid. I did a nose dive at 10′ and ended up in the er. If someone does that at 40′ or 75′ their dead.

Not to sound callus but what do you expect? When you don't follow directions you get hurt -

no matter the product.

59. *John Stabler* Says:
June 13th, 2006 at 5:19 pm

I'm all for safe water sports. You should stick within your limits. You need a driver and spotter who know what they're doing. With practice you will control the Wego and not the other way round. But you need to take it slowly and identify unsuitable conditions. Wear appropriate safety gear and if you drive/own the boat you should be insured.
Personally I like the Wego and it can be alot of fun when used properly. Sure, I've fallen off a few times (sometimes spectacularly) but never from a height to cause major damage. You should not be flying it at more than 15′. The thing says on it "Don't fly higher than you're willing to fall". If it's going too high for you then there is something wrong and you shouldn't be using it.

Dopes on Ropes - Water Skiing and Kite Tubing

60. *admin* Says:
June 13th, 2006 at 8:20 pm

John,

From a kite point of view it is not stable, so I am not sure how it can be used safely at all. A flat kite needs drag to fly and keep it pointed into the wind. On a flat kite this usually done using some sort of tail or drogue shoot. What I see in the videos etc is the kite starts to cobra, this is when the kite starts to oscilate back and forth and sort of looks like a snake dancing. This is where you get into trouble… if it sways too much one side of the kite will catch a little more wind and keep going and dump the rider and the kite will crash, usually in a nose dive.

just my 2 cents..

–Bill

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

060614HCC3606

Exhibit H

Submit Comment

KiteRing Connects People
[Join Now | Ring Hub | Random | << Prev | Next >>]

Steadywinds.com is proudly powered by WordPress
Entries (RSS) and Comments (RSS).

1595

060614HCC3606

Exhibit H

Confirmation Report-Memory Send

Time : Jun-12-2006 08:53am
Tel line 1 : 9286086259
Name : GLEN CANYON XEROX ROOM

Job number	:	044
Date	:	Jun-12 08:49am
To	:	88015244506
Document Pages	:	009
Start time	:	Jun-12 08:49am
End time	:	Jun-12 08:53am
Pages sent	:	009
Status	:	OK

Job number : 044 *** SEND SUCCESSFUL ***

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Glen Canyon National Recreation Area

FACSIMILE TRANSMISSION SHEET

To:	Kevin Jones	From:	Mark Law
Fax:	801 524 4506	Date:	6/12/06
Phone:	801 524 5677 x227	Pages:	
Re:		Fax:	928 608-6315
		Phone:	928 608-6252

☒ See Attached ☒ For Review ☐ Please Comment ☐ Please Reply ☐ As Requested

•Comment

Kevin,

Could you review the attached & comment? Kitty is starting to see the proposed restriction as a critical need for the NRA.

Thank you,

Mark Law

1596

060614HCC3606 Exhibit H

"Ray Tsuneyoshi" <RTSUNEYOSHI@dbw.ca.gov>
06/12/2006 11:02 AM MST

To: <KBergersen@azgfd.gov>, <anelson@npgcable.com>, <michael_mcginnis@nps.gov>, <firstaid@citlink.net>, <doug.schuster@co.mohave.az.us>, <awirtz@fs.fed.us>,
cc: <EHuntsman@azgfd.gov>, <fmessman@ndow.org>, <CWall@azgfd.gov>, <JSacco@azgfd.gov>
Subject: Re: Kite Tubes

What is kind of weird coincidence is that I was just in flight fr om Tennessee to Sacramento, reading the "Sky Mall " magazine. The ad for the "Sky Kite " pops up just as th pilot announces that we are flying over Lake Powell. Just from the photo's it looks like there is a potential for instability and no protection for the occupant.
RayT

-----Original Message-----
From: Kevin Bergersen <KBergersen@azgfd.gov>
To: anelson@npgcable.com <anelson@npgcable.com>; michael_mcginnis@nps.gov <michael_mcginnis@nps.gov>; firstaid@citlink.net <firstaid@citlink.net>; doug.schuster@co.mohave.az.us <doug.schuster@co.mohave.az.us>; awirtz@fs.fed.us <awirtz@fs.fed.us>; D_Toporek@MCSO.maricopa.gov <D_Toporek@MCSO.maricopa.gov>; mary_hinson@nps.gov <mary_hinson@nps.gov>; darren.simmons@co.yuma.az.us <darren.simmons@co.yuma.az.us>; jcooley@fs.fed.us <jcooley@fs.fed.us>; gpeaslee@pr.state.az.us <gpeaslee@pr.state.az.us>; dale_enlow@fws.gov <dale_enlow@fws.gov>; michael_dodson@blm.gov <michael_dodson@blm.gov>; jim_holland@nps.gov <jim_holland@nps.gov>; IrvineG@ci.lake-havasu-city.az.us <IrvineG@ci.lake-havasu-city.az.us>; azfoot@yahoo.com <azfoot@yahoo.com>; rknotts@pr.state.az.us <rknotts@pr.state.az.us>; atafoya@cybertrails.com <atafoya@cybertrails.com>; tlister@fs.fed.us <tlister@fs.fed.us>; Mark_Law@nps.gov <Mark_Law@nps.gov>; steve_luckesen@nps.gov <steve_luckesen@nps.gov>; revans@pr.state.az.us <revans@pr.state.az.us>; tim.sonier@co.mohave.az.us <tim.sonier@co.mohave.az.us>; Chris_Pergiel@nps.gov <Chris_Pergiel@nps.gov>; randy.johnson@co.mohave.az.us <randy.johnson@co.mohave.az.us>; bpendley@pr.state.az.us <bpendley@pr.state.az.us>; Rick_Bennett@nps.gov <Rick_Bennett@nps.gov>; ron.voss@co.yuma.az.us <ron.voss@co.yuma.az.us>; Kerry_Haut@nps.gov <Kerry_Haut@nps.gov>; dirk_murphy@nps.gov <dirk_murphy@nps.gov>; mark_pita@nps.gov <mark_pita@nps.gov>; cdigerolamo@bullheadschools.com <cdigerolamo@bullheadschools.com>; randd@redrivernet.com <randd@redrivernet.com>; PNewman@d11.uscg.mil <PNewman@d11.uscg.mil>; SlomaR@ci.lake-havasu-city.az.us <SlomaR@ci.lake-havasu-city.az.us>; bmaddox@sbcsd.org <bmaddox@sbcsd.org>; cbrooks@pr.state.az.us <cbrooks@pr.state.az.us>; baxlund@coconino.az.gov <baxlund@coconino.az.gov>
CC: Ray Tsuneyoshi; Ed Huntsman <EHuntsman@azgfd.gov>; Fred Messman <fmessman@ndow.org>; Cindy Wall <CWall@azgfd.gov>; Joe Sacco <JSacco@azgfd.gov>
Sent: Mon Jun 12 08:49:44 2006
Subject: FW: Kite Tubes

FYI - There's a new water "toy" out there and many of have already had to pick up the pieces, so a few of you already know that we've already input one Arizona boat accident report on these "tube kites" .....unfortunatley I expect more.

Kevin

-----Original Message-----
From: Robert Baron [mailto:erfpmd1@cox.net]
Sent: Fri 6/9/2006 10:47 PM
To: Kevin Bergersen; Howard Munding
Cc:
Subject: FW: Kite Tubes

I wonder if you have seen any injuries from this device on Phoenix area lakes? Watch out for them. They can

BoatingABC.com
Boating Message Board and Forum

Jay Schneider
Warrant Officer
Member # 2167

posted June 21, 2006 11:31 AMJune 21, 2006 08:31 AM

Given the recent online discussions about the dangers of using flying tubes like the Wego Kite Tube on this and other forums, we at Sportsstuff would like to reiterate the importance of its proper usage.

There are inherent risks with any water sport, these risks are significantly reduced when the item is properly used under the recommended guidelines.

The Wego kite tube is an extremely popular item and is unlike any other watersport activity. This means that the boat driver, spotter, and rider are all beginners. Take it easy, learn in light steady wind, start slow. Do not over-estimate your ability, Kiting takes a practiced level of skill.

No other towable inflatable on the market has such an extensive system of warnings and instruction - starting with the packaging, the user's manual, the included instructional DVD, the three segment tow rope that is specifically designed to allow a progression of rope length and height relative to user experience, and many warning patches printed on the surface of the tube reiterating the proper usage guidelines. In addition, the slogans and markings on the item itself are there specifically to remind the rider of the possible dangers involved in the misuse of this item. To lessen your risk of serious injury or death, follow the rules.

The guideline manuals and instructional video that are packaged with the item are available directly from our website at: http://www.sportsstuff.com

Along with the impressive sales numbers and numerous accolades received on this item, the Wego Kite Tube was also awarded the prestigious Sporting Goods Manufacturers Association - Sports Product of the Year award for 2006.

SportsStuff follows the guidelines set forth by the Water Sports Industry Association (WSIA), is an active member of the safety board, and takes the safety and wellbeing of our customers very seriously.

So please follow the guidelines, use common sense, practice safe boating, and have fun!

If you are interested in learning more about the Kite Tube, please visit http://www.sportsstuff.com or call 888-814-8833 and let our friendly customer service staff answer your questions

Photo #1: Product as seen on manufacturer's website

Contact List:

Dave Krida—(victim's brother-in-law)
(801) 548-6309—P
David_3527@comcast.net
Date of Contact: June 16, 2006

Rebecca Hansen—(victim's wife)
2541 East 2860 South Circle
St. George, UT 84790-4743
(435) 669-04169—P
Date of Contact: June 20, 2006

Brian Kasteler—(consumer)
6781 Rossbern Cove
Salt Lake City, UT 84121
(801) 209-9633—P
(801) 733-9565—F
Date of Contact: June 22, 2006

Mark Law, Law Enforcement Specialist
National Park Service
U.S. Department of the Interior
P.O. Box 1507
Page, AZ 86040
(928) 608-6252—P
(928) 608-6259—F
Date of Contact: June 16, 2006

Sportsstuff, Inc. (product manufacturer—Wego)
1-888-814-8833—P
www.sportsstuff.com
Date of Contact: June 16, 2006 (contact was made by CPSC, not respondent)

Diversified Marine Products (product distributor)
1-800-777-0141—P
www.dmpmarine.com
Date of Contact: June 16, 2006 (contact was made by CPSC, not respondent)

Vina Ramus, Parts and Accessories Manager
Marine Max (product retailer--Wego)
1363 Embarcadero
Oakland, CA 94606
(510) 535-6161—P
(510) 535-1787—F
www.marinemax.com
Date of Contact: June 16, 2006 (contact was made by CPSC, not respondent)

060614HCC3606

Larry Meddock, Executive Director
Water Sports Industry Association
P.O. Box 568512
Orlando, FL 32856-8512
(407) 251-9039—W
(407) 620-7992—C
wsiaheadquarters@earthlink.net
Date of Contact: June 29, 2006

1601

1. Task Number	2. Investigator's ID	EPIDEMIOLOGIC INVESTIGATION REPORT
060614HCC3606	1947	

3. Office Code	4. Date of Accident YR MO DAY	5. Date Initiated YR MO DAY
840	2006 06 02	2006 06 14

6. Synopsis of Accident or Complaint UPC

A 29 year-old male sustained a C-2 vertebrae fracture in his neck when he fell into the water head first after riding his tube kite. A sudden gust of wind caused him to lose control of the tube kite while elevated approximately 20 feet above water. The speed of the boat was approximately 35-40 mph, but did not unexpectedly change speeds.

7. Location (Home, School, etc)	8. City	9. State
9 - SPORTS OR RECREATION PLACE	BULLFROG	UT

10A. First Product	10B. Trade/Brand Name	10C. Model Number
3200 - Water Tubing (activity, Appa	WEGO KITE TUBE	53-5000

10D. Manufacturer Name and Address
SPORTSSTUFF, INC.
11213 E. Circle, Suite A
Omaha, NE

11A. Second Product	11B. Trade/Brand Name	11C. Model Number
0	NONE	NONE

11D. Manufacturer Name and Address
NONE

12. Age of Victim	13. Sex	14. Disposition	15. Injury Diagnosis
29	1 - Male	4 - Hospitalized	57 - Fracture

16. Body Part(s) Involved	17. Respondent	18. Type of Investigation	19. Time Spent (Operational / Travel)
89 - NECK	2 - Eyewitness	3 - Other	29 / 4

20. Attachment(s)	21. Case Source	22. Sample Collection Number
9 - Multiple Attachments	01 - Fire or Police Dept.	

23. Permission to Disclose Name (Non NEISS Cases Only)

○ Yes ● No ○ Verbal

24. Review Date	25. Reviewed By	26. Regional Office Director
07/06/2006	9021	Frank J. Nava

27. Distribution	28. Source Document Number
Topka, Tanya L.; Ingle, Robin L.; Blasius, Dennis R.	X0660350A

CPSC FORM 182 (12/96) Approved for use through 09/30/2006 OMB NO. 30410029

1602

The following information was obtained through a telephone interview with the victim's wife who observed the incident and with the consumer/boat operator. The victim could not be interviewed due to his current medical condition (halo brace). Additional information was obtained through official reports. The investigation was generated by a report submitted by local officials. The involved product is a circular tube kite. There were a total of three separate, but related incidents involving the same product during the two-day period, though only one incident resulted in medical treatment.

The primary victim (hereafter, "victim") is a 29 year-old male, who weighs approximately 190lbs and stands approximately 6'2. The victim has between 15-20 years of experience with similar products and activities, which includes wakeboarding and water skiing. The victim did not incur any injuries while participating in previous water-related activities. The victim had no prior experience with the product. The victim did not read any product-related documentation (e.g., owner's manual) and did not watch the instructional video that was provided to the consumer.

The victim's friend (hereafter, "consumer" or "boat operator"), who is 36 years old, was the owner of the product and the boat operator at the time of the incident. The product was newly purchased in late May 2006 through an online purchase with a major retailer. The consumer reported that the product has been difficult to locate in retail stores as the products have reportedly been selling quickly. Therefore, the consumer received no prior personal instruction from any sales staff on how to operate the product. The consumer recalls that the product included the tube kite, a three-segmented tow rope (i.e., can be used at the adjustable lengths of 45, 55, and 65 feet), and an instructional video (DVD). The consumer reported that his 32 year-old wife (hereafter, "wife"), 10 year-old son (hereafter, "son"), and he watched the instructional video before using the product. The consumer did not read the owner's manual and does not recall if an owner's manual was provided. The consumer did observe numerous warning and caution labels on the product.

Within a day or two after purchasing the product, the consumer began using the product on a four-day trip. It is unknown who inflated the product, or how much the product was inflated (i.e., PSI). There were a total of seven people on the trip/boat, which included five adults and two children. The boat that was used during each incident was a 21-foot, 280 horsepower, inboard runabout, and was operated solely by the consumer, who reported having significant boating experience. The victim reported that no alcohol was consumed by any of the participants at any time.

Prior to the victim sustaining his injuries, both the wife and son individually rode the product a total of three times each, and both were thrown off once while riding the product. All individuals were sole riders during their respective rides. The son's ride lasted a total of a few minutes, though it is unknown how long the wife was on the product before being thrown off. Various boat passengers acted as "spotters" and no one person was specifically designated. The length of the tow rope used during the wife and son's rides is unknown. The wife weighs approximately 115lbs and stands 5'4 while the son weighs approximately 75lbs and stands 4'5. It is unknown what the wife and son were wearing during the incident(s). During the wife's ride, the boat was traveling

approximately 25-30mph, and she maintained elevations between 5-10 feet. While airborne, the product flipped, and caused the wife to fall and land in the water, on her back. During the son's ride, the boat was traveling approximately 20mph while the son maintained elevations between 3-5 feet. During the son's ride the product flipped and with the son still in the product, landed in the water. The son reportedly injured his knees. It is unknown what exact position the son was in when he landed. Neither individual sought medical attention, though the wife reported "back soreness and spitting up blood" shortly thereafter.

On June 2, 2006 at approximately 3:15pm, the victim attempted his first ride on the product. The victim was wearing shorts and a life jacket. Neither the victim, nor the wife and son wore a helmet during their respective rides. The consumer (i.e., boat operator) tied/secured the tow rope to the product at its greatest length, which is 65 feet, and was included with the purchase of the product. The victim did not purposefully read any of the warning labels on the product before riding. The victim's 30 year-old wife acted as a "spotter" while the victim was riding the product. The visibility was good and the water was reportedly calm. The winds were listed as "moderate", and blowing from the southwest at 10mph. The boat was traveling west, into the wind, and at various speeds (a port side crosswind was reported). It is unknown if other vessels were in the waterway during the victim's ride.

While riding, the victim could not see the boat, therefore communication was impaired. Part of the product, near the front, is constructed of a clear plastic and serves as a window, but immediately became fogged up during the ride, thereby preventing the rider to see or communicate with the spotter or boat operator. The victim had planned on using hand signals, as previously learned while participating in other water sporting activities (e.g., water skiing), but was unable to as removal of either of his hands would have caused a weight shift within the product, thereby causing it to become unstable.

During the victim's ride, which lasted a total of 5-10 minutes, he had difficulty getting the product airborne due to the adult (heavier) weight. The boat operator thus increased the speed to approximately 35-40mph. It is unknown what the boat's actual speed was prior to the increase. It was reported that victim reached elevations of three feet or less, and then suddenly reached an elevation of between 15-25 feet when a gust of wind lifted the product further into the air. While at this peak elevation, the product began to wobble left to right and became unstable for approximately three seconds. The port side of the product then flipped up, thereby inverting and accelerating the product towards the water with the front of the product pointing downward. While the product was falling downward and approximately three feet above the water, the victim fell off the product, and landed headfirst in the water, in an angular, corkscrew motion.

The boat operator immediately turned the boat around when he observed the victim land in the water. With assistance from the passengers in the boat, the victim climbed back into the boat. The victim maintained consciousness, but complained of neck pain. The boat operator radioed for assistance and returned to the marina where the victim received initial emergency medical treatment from the responding medics. The victim was transported via ambulance to a local hospital where he received additional treatment and

was diagnosed with a C-2 (neck) vertebrae fracture. Although the victim was released from the hospital, he is to remain in a halo brace for three months and afterwards will retain limited mobility in his neck (90%). Medical records have been requested, but not received.

The victim and consumer both believe that the product is unsafe for various reasons, specifically due to the inability for rider and boat operator to effectively communicate and instability of product while airborne; therefore, should be removed from the market. The consumer contacted the manufacturer shortly after the incident and informed a representative of what occurred, specifically that three individuals were injured to varying degrees while riding the product. The manufacturer's representative reiterated to the consumer the safety information that accompanies the product (e.g., warning labels) and offered to exchange the product for a regular, non-aerial inner tube. The consumer has since repackaged the product, tow rope, and instructional video and returned them to the manufacturer. Neither the victim, nor the consumer reported any damage to the product after the incident. The consumer has had no further communication with the manufacturer. The victim made no attempt to contact the manufacturer.

Internet research revealed correspondence among consumers and operators of the product on various websites. A June 21, 2006 response (i.e., blog) was written (i.e., posted) to concerned consumers of the product by a manufacturer's spokesperson (Exhibit #9), which stated that the manufacturer "follows the guidelines set forth by the Water Sports Industry Association" (paragraph 7 of Exhibit #9). A phone call was placed to the executive director of the Water Sports Industry Association (WSIA) regarding any possible promulgation of standards or endorsement of the product. The director stated that while the WSIA warnings are intended as guidance for manufacturers of water-related products, the product manufacturer made no prior attempts to seek confirmation with WSIA regarding the product or any tow rope standards. The director stated that regarding tube kites, the WSIA has never "crafted any language" as related to tube kites or endorsed the product in anyway. Furthermore, the director stated that the tube rope standards and warnings promulgated by WSIA are not intended for tube kites tow ropes as pertinent factors, such as tensile strength and capacity may differ between regular (inner) tubes and tube kites. The tube and tow rope warnings and standards promulgated by WSIA have been attached as a reference (Exhibits #6-7). No attempt was made to contact the spokesperson for the manufacturer regarding the aforementioned statement as to WSIA guidelines.

On June 15, 2006, and after responding to numerous incidents involving serious injuries, the local officials of the recreational area implemented a ban all on tube kiting. This restriction was generated from the numerous incidents occurring in the recreational area and subsequent interviews with related parties and various agencies (see Exhibit #8 for restriction proposal and related correspondence). The law enforcement specialist also stated that the park rangers have generated approximately 10 additional reports regarding contact with individuals subsequently preparing to participate in tube kiting. All individuals were alerted to the newly imposed ban, and no additional reports of injuries were noted. In addition, the law enforcement specialist at the recreational park/area determined, after watching the product's instructional video (DVD) on numerous

occasions, that the video narrator discloses that the boat operator (and rider) should go only between 10-20mph, but the video consistently shows boat operators going between 30-40mph, enabling the rider to obtain flight.

On June 16, 2006, a local retailer stocking an exemplar product was visited. Exemplar photographs of the packaging were taken and are included as Exhibit #1.

Product Identification:

The product is a **Wego kite tube™**, and is a 120inch (10 foot) inflatable, circular tube kite that is designed for a single rider, and to be towed behind a boat via tow rope and achieve flight when a certain boat speed is attained. The model number for the product as listed on the manufacturer's website and exemplar packaging is: **53-5000**. The product indicates that a patent is pending and that it is made in China. The manufacturer is:

SportsStuff, Inc.
11213 E. Circle, Suite A
Omaha, NE 68137
(402) 592-9085—P
(402) 592-1354—F
www.sportsstuff.com

The suggested retail price as listed on the manufacturer's website is $599.95; however, the price paid by the consumer was $499.00 with exemplar units located in retailers also listed as $499.00. The product is largely yellow in color with wide black diagonal accent striping and a sectional red border with various product labeling and identification, which includes various skull graphics. The product maintains an "840D" nylon covering and panoramic, see-through double plastic windows that are located near the front of the product. Near the rear of the product is a parallel slotting system cockpit for the rider. A handle system is located underneath the nylon covering and is accessible via eight different circular slots that offer the rider eight different "non-slip" handle positions. The product is also equipped with a three-segmented tow rope that is adjustable to lengths of 45, 55, and 65 feet. The front of the product maintains a molded, aluminum connector for attachment to the tow rope.

The product was purchased through Wal-Mart's website: (www.walmart.com).

Various warnings are located on the product's packaging (exemplar), and include a lengthy "Release of Liability" warning (Exhibit #1, photo 8), which iterates that by assembling and inflating the product the consumer has implicitly agreed to have read and understands the owner's manual and releases the manufacturer of any responsibility as related to damage, loss, or injury. The exemplar packaging also retains warnings disclosing that the product is "Not A Lifesaving Device"... "Never Leave Children Unattended"... "Use Only Under Competent Supervision" (Exhibit #1, photo 7). Although the website shows the product with the warning, "NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL" (Exhibit #10), the exemplar packaging does not reveal such a warning on the product. However, the exemplar packaging also reads

that "Designs Featured In Photography Subject To Variations" (Exhibit #1, photo 7). Although two additional warning can be observed on either side of the product's parallel slotting system, neither one is legible as observed as a photograph on the exemplar packaging or website.

Other relevant wording found on the exemplar packaging (Exhibit #1, photo 10) includes, "Whip across the water like a deck tube, or fly through the air like a bird! Experience the thrill of flight as you rise above the water reaching ***incredible heights***, leaving nothing but adrenaline in your wake!" (Emphasis added). Instructional wording observed on the exemplar unit (Exhibit #1, photo 12) includes, "Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual…With a good amount of practice, you'll be able to ***hover slightly*** above the water's surface for minutes at a time!" (Emphasis added).

No incident or exemplar sample was collected, and no incident product photographs could be obtained.

Exhibits:

A. CPSC Photographs of Exemplar Packaging (10 pages)
   1. Front view of exemplar product packaging
   2. Manufacturer contact information--as viewed on top of exemplar packaging
   3. Exemplar product's model number and UPC
   4. UPC and retailer price of exemplar product
   5. Top view of exemplar product packaging
   6. Product's features--as listed on exemplar product's top (packaging)
   7. Guarantee and warning of top of exemplar product's packaging
   8. Warning label on exemplar product's top (packaging)
   9. Product information--labeling on front of exemplar product
   10. Wording on front of packaging of exemplar product
   11. Bottom view of packaging on exemplar product
   12. Riding instructions on exemplar product (packaging--bottom)
   13. Side view of exemplar product
   14. Product's features--as listed on exemplar product's packaging (side)

B. Notice of Inspection to Retailer (1 page)
C. Local Official Incident Report (8 pages)
D. Owner's Manual for Product (11 pages)
E. Owner's Manual for Tow Rope (7 pages)
F. Water Sports Industry Association (WSIA) warning manual (13 pages)
G. Photos of WSIA warning labels—tow ropes and tubes (1 page)
H. Local Recreational Officials **Final Draft** Regarding Product Ban and Related Correspondence (70 pages)
I. Internet Written Response (i.e., "blog") by Manufacturer Spokesman (1 page)
J. Photo of Product as Seen on Manufacturer's Website (1 page)

Photographs of Wego Kite Tube--Exemplar Product

Photo#1: Front view of exemplar product packaging

Photo #2: Manufacturer contact information--as viewed on top of exemplar packaging

1609

Photo #3: Exemplar product's model number and UPC.

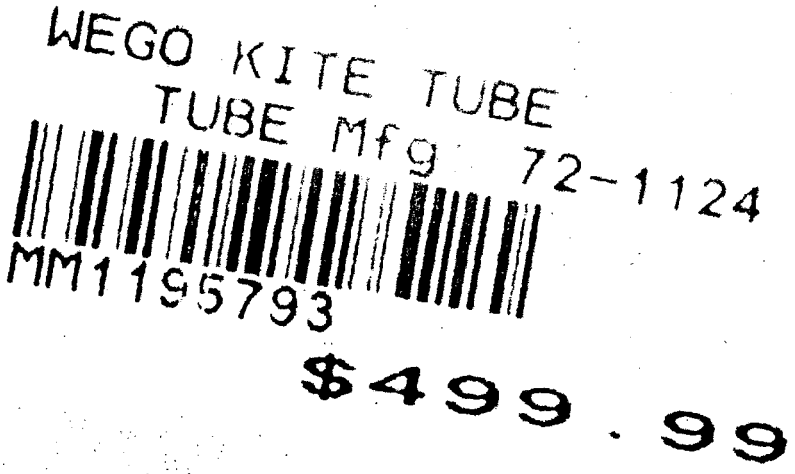


Photo #4: UPC and retailer price of exemplar product

Photo #5: Top view of exemplar product packaging

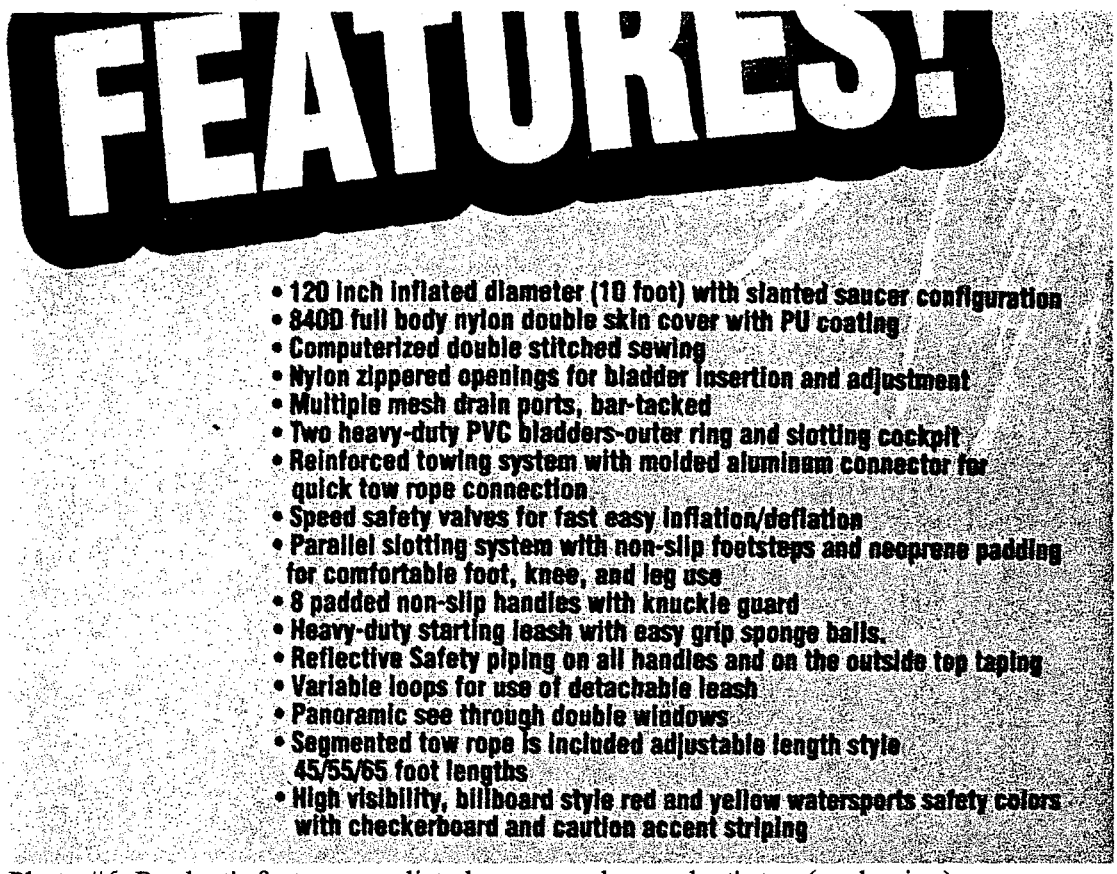


Photo #6: Product's features--as listed on exemplar product's top (packaging)

GUARANTEE: Sportsstuff, Inc. warrants, to the original purchaser only, that their high performance products when used for normal recreational purposes are free from defects in material and workmanship for a period of ninety (90) days from date of purchase. FOR PROMPT PARTS REPLACEMENT, CONTACT SPORTSSTUFF DIRECTLY AT 888.814.8833. REPLACEMENT PARTS ARE SHIPPED WITHIN 48 HOURS OF NOTIFICATION MONDAY THROUGH FRIDAY. DO NOT RETURN IT TO YOUR DEALER.

ATTENTION:
Read all warnings and instructions provided with this product prior to use. DO NOT DISCARD!
Designs featured in photography subject to variations.

WARNING: Not a Lifesaving Device.
Never Leave Children Unattended.
Use Only Under Competent Supervision.

Photo #7: Guarantee and warning of top of exemplar product's packaging

⚠ WARNING ⚠

KITE TUBE USER
Release of Liability:

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

110905.03

© Sportsstuff, Inc., 2005

Photo #8: Warning label on exemplar product's top (packaging)

1613

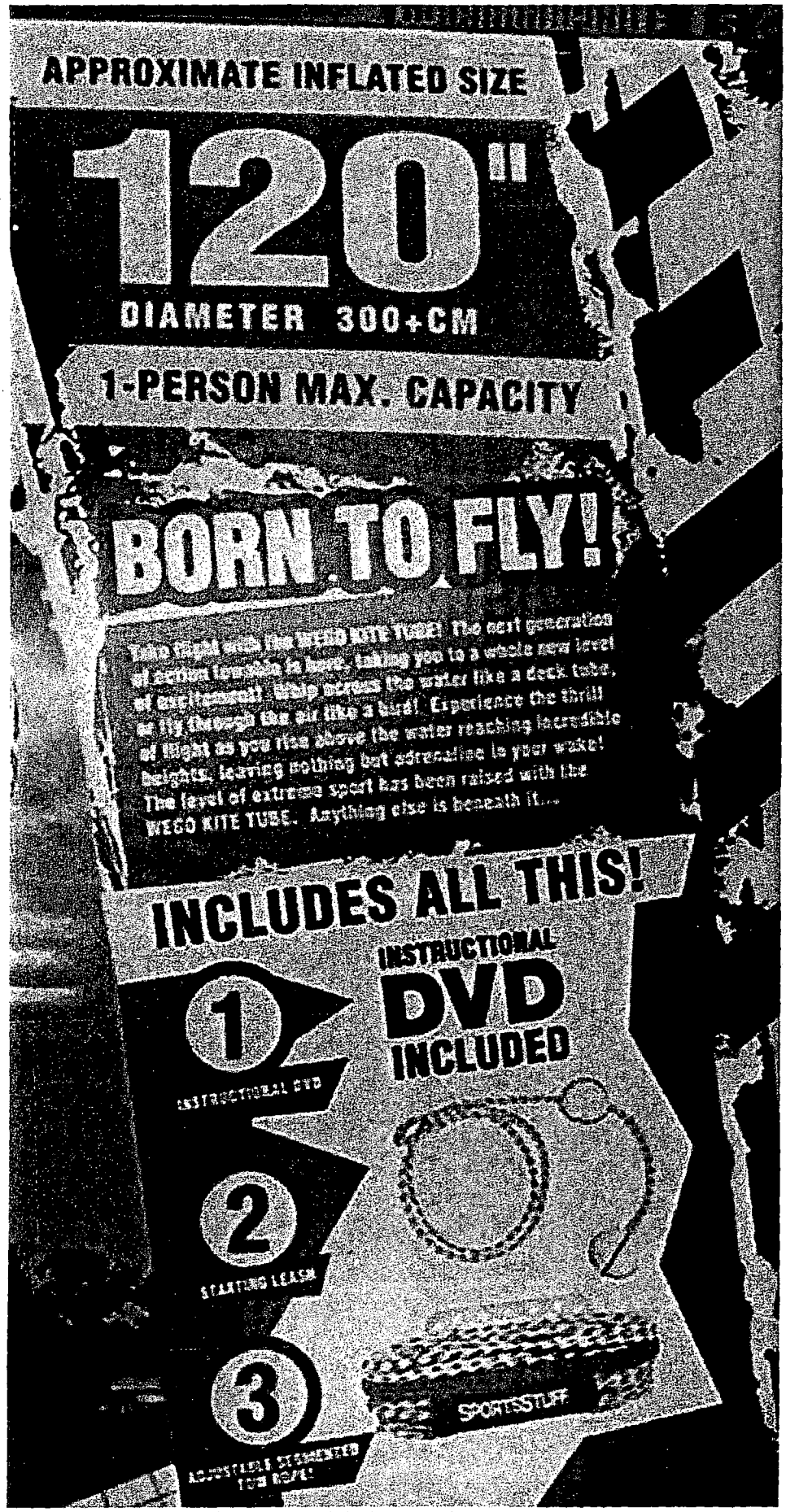


Photo #9: Product information--labeling on front of exemplar product

1614

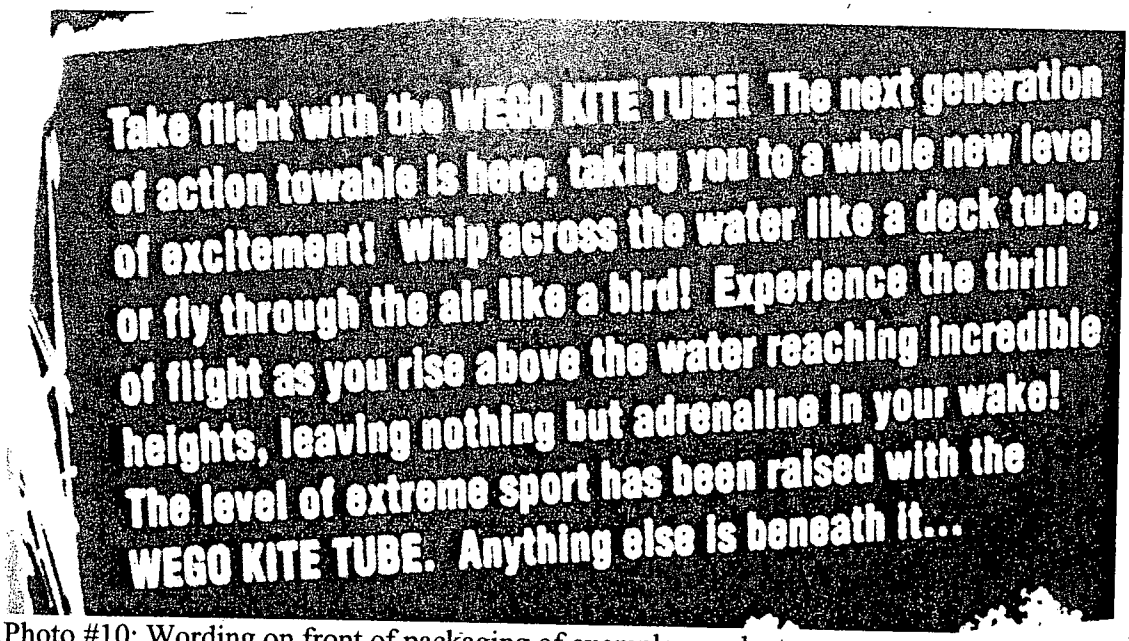
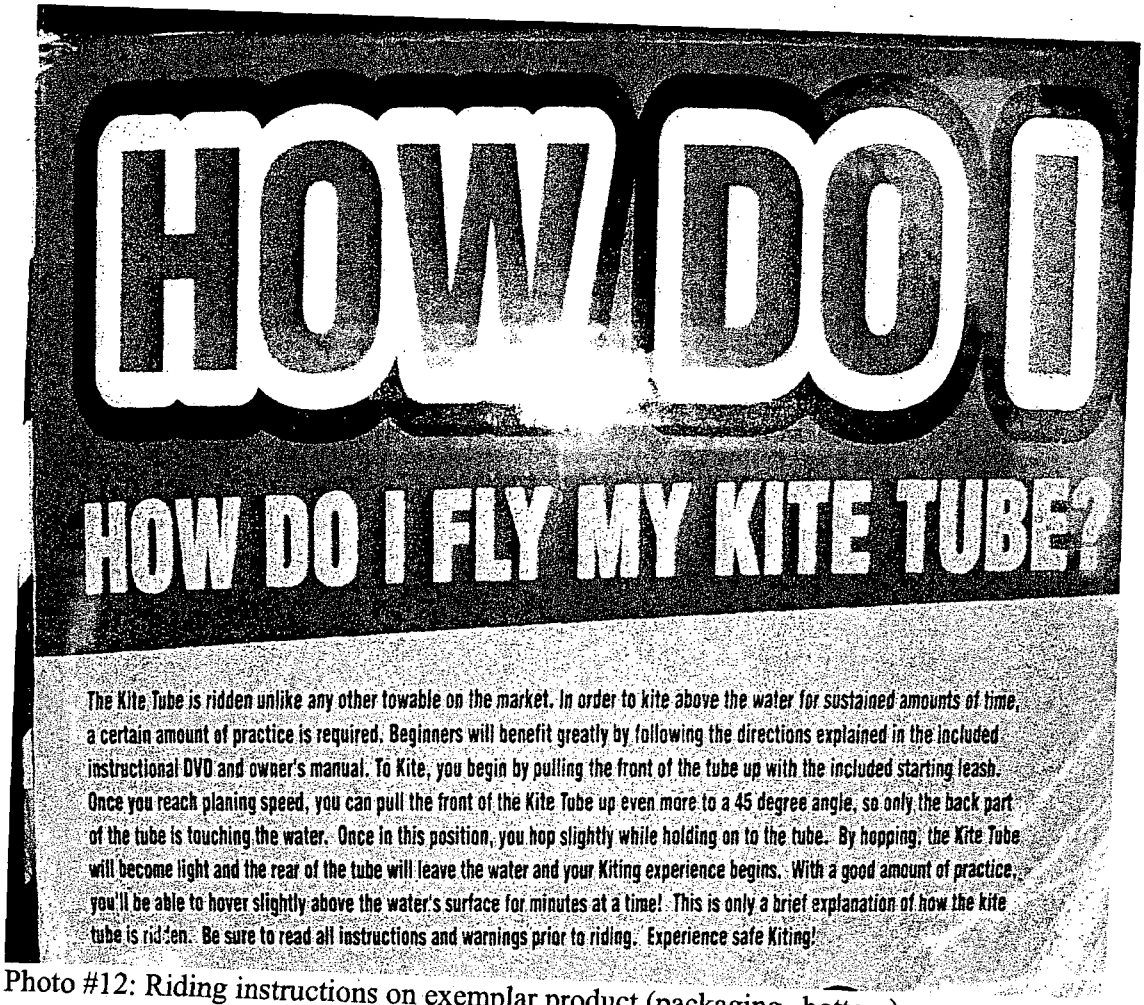


Photo #10: Wording on front of packaging of exemplar product

Photo #11: Bottom view of packaging on exemplar product



HOW DO I

HOW DO I FLY MY KITE TUBE?

The Kite Tube is ridden unlike any other towable on the market. In order to kite above the water for sustained amounts of time, a certain amount of practice is required. Beginners will benefit greatly by following the directions explained in the included instructional DVD and owner's manual. To Kite, you begin by pulling the front of the tube up with the included starting leash. Once you reach planing speed, you can pull the front of the Kite Tube up even more to a 45 degree angle, so only the back part of the tube is touching the water. Once in this position, you hop slightly while holding on to the tube. By hopping, the Kite Tube will become light and the rear of the tube will leave the water and your Kiting experience begins. With a good amount of practice, you'll be able to hover slightly above the water's surface for minutes at a time! This is only a brief explanation of how the kite tube is ridden. Be sure to read all instructions and warnings prior to riding. Experience safe Kiting!

Photo #12: Riding instructions on exemplar product (packaging--bottom)

Photo #13: Side view of exemplar product

1617

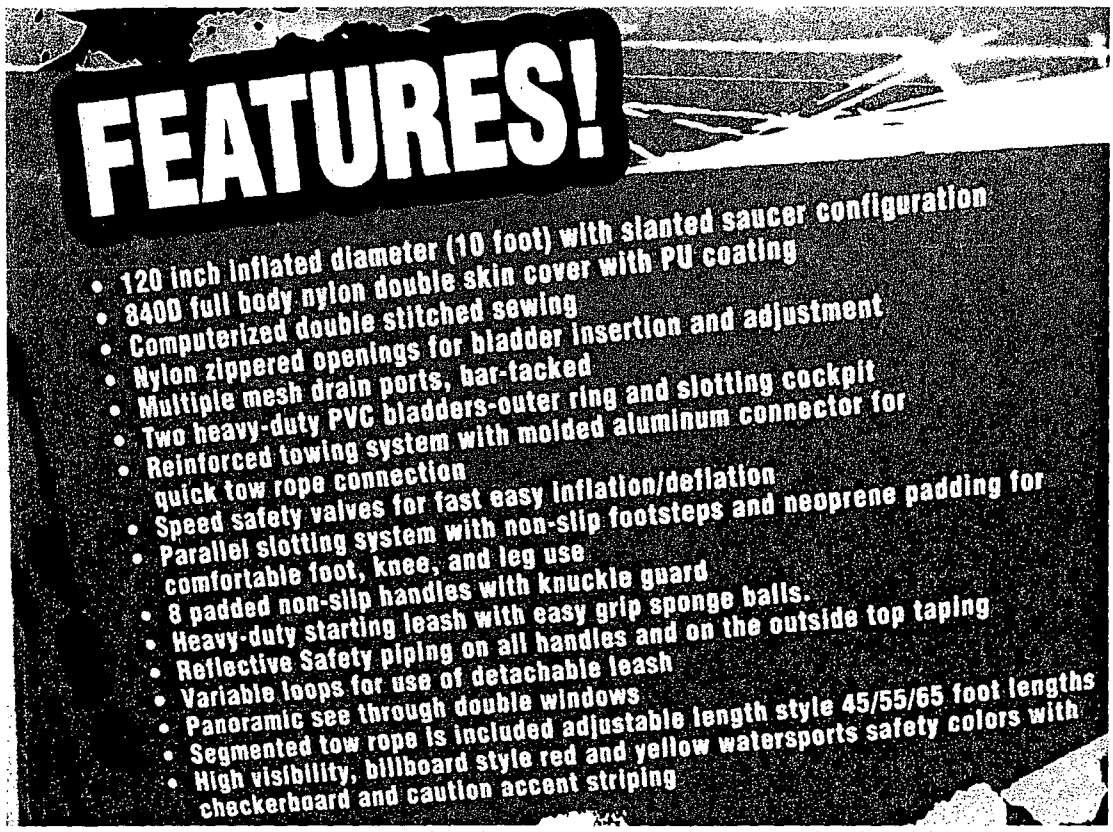


Photo #14: Product's features--as listed on exemplar product's packaging (side)

U.S. CONSUMER PRODUCT SAFETY COMMISSION

NOTICE OF INSPECTION

1. DATE: 6/16/06

2. TIME: ____ A.M. 12 P.M.

3. FROM (Area Office and Address): CPSC- CFIW (D)

4. TO

A. NAME AND TITLE OF INDIVIDUAL: Vina Ramus, Parts Manager

B. FIRM NAME: Marinemax

C. NUMBER AND STREET ADDRESS: 1363 Embarcadero (1285)

D. CITY, STATE AND ZIP CODE: Oakland, CA 94606

Notice of Inspection is hereby given pursuant to:

- Flammable Fabrics Act (15 U.S.C. 1191 *et seq.*);
- Federal Trade Commission Act (15 U.S.C. 41 *et seq.*);
- Sections 16, 19 and 27 of the Consumer Product Safety Act (15 U.S.C. 2065, 2068 and 2076)
- Section 704(a) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 374(a)) [Authority for inspections in connection with the Poison Prevention Packaging Act of 1970 (15 U.S.C. 1471 *et seq.*)] and/or
- Section 11(b) of the Federal Hazardous Substances Act as Amended (15 U.S.C. 1270(b)).

Refer to the back of this form for a discussion of inspectional authority and for pertinent statutory language.

5. PURPOSES OF INSPECTION AND NATURE OF INFORMATION TO BE OBTAINED AND/OR COPIED.

The purpose of this inspection is to obtain information; to review and obtain copies of items including but not limited to records, reports, books, documents; and labeling; and to obtain samples, in order to enforce or determine compliance with the Acts administered by the Consumer Product Safety Commission.

To inspect/review Wego Kite Tube, including photographs.

6. FREEDOM OF INFORMATION REQUIREMENTS

Those from whom information is requested should state whether any of the information submitted is believed to contain or relate to a trade secret or other matter which should be considered by the Commission to be confidential and whether any of the information is believed to be entitled to exemption from disclosure by the Commission under the provisions of the Freedom of Information Act (15 U.S.C. 552). Any statement asserting

Boating Accident Report

Glen Canyon National Recreation Area
PO Box 1507, Page, Arizona 86040

060614HCC3606

Exhibit C

Form 10-341 (Rev. 2/06)

U.S. COAST GUARD CASE #	REPORTING AGENCY NPS GLCA	REPORTING AGENCY CASE # 06-1301	INVEST. DATE(S) 6/02/06
NUMBER OF FATALITIES 0	NUMBER OF INJURIES 2	PROPERTY DAMAGE OVER $500? YES ☐ NO ☒ OVER $1000? YES ☐ NO ☒	COMMERCIAL ☐ RECREATIONAL ☒
DATE OF ACCIDENT 6/02/06	TIME ~15:25 / BODY OF WATER Lake Powell	LOCATION (CLOSEST GEOGRAPHIC LANDMARK) Halls Creek Bay	
No OF VESSELS INVOLVED 1	NEAREST CITY OR TOWN Hallcrest	COUNTY Kane	STATE Utah

INFO: OPERATOR ONE

[redacted]

SEX M	WEIGHT 180	HEIGHT 5'10"	EYES Green	HAIR Red	DATE OF BIRTH [illegible]

DRIVERS LICENSE NUMBER [illegible] / STATE UT / SEX [illegible]

OPERATOR'S EXPERIENCE – IN HOURS: ☐ UNDER 20 ☐ 20 TO 100 ☐ 100 TO 500 ☒ OVER 500

OPERATOR'S INSTRUCTION IN BOATING SAFETY: ☐ STATE COURSE ☐ U.S. POWER SQUADRON ☐ USCG AUXILIARY ☒ NONE ☐ INTERNET COURSE (SPECIFY) ☐ OTHER (SPECIFY)

TEL WORK YES ☐ NO ☒ | HOME PHONE 801-442-9622 | WORK PHONE | THIS VESSEL ONLY | NUMBER DEAD | NUMBER INJURED 2

NAME PASSENGER 1 Dave HANSEN	DOB M / F	ADDRESS 2261 Fox Hills Town Circle St. George, Utah 84790 / TELEPHONE	PFD WORN YES ☒ NO ☐
NAME PASSENGER 2 Lori HANSEN	DOB M / F	ADDRESS [illegible] / TELEPHONE	PFD WORN YES ☐ NO ☒
NAME PASSENGER 3 Rebecca HANSEN	DOB M / F	ADDRESS 2261 Fox Hills Town Circle St. George, Utah / TELEPHONE	PFD WORN YES ☐ NO ☐

TOTAL NUMBER PASSENGERS 3 | NUMBER OF SKIERS OR NUMBER TOWED 0 | ESTIMATED SPEED: DRIFTING ☐ UNDER 10 MPH ☐ 10-20 MPH ☐ OVER 20 MPH ☒ OVER 40 MPH ☐

REGISTRATION OR DOCUMENTATION NUMBER UT 4000 AC	STATE Utah	HULL IDENTIFICATION NUMBER (HIN) FCR02[illegible]J[illegible]	BOAT NAME —
LENGTH 21 ft	YEAR BUILT 2000	MANUFACTURER Cruis Craft	MODEL 210 SR
NAME OF OWNER Rex Kane	NUMBER OF ENGINES 1	TOTAL HORSEPOWER 300	
OWNER ADDRESS [illegible]		OWNER TELEPHONE NUMBER [illegible]	

INFO: OPERATOR TWO

LAST FIRST MI | PFD WORN YES ☐ NO ☐ | NAME PHONE | THIS VESSEL ONLY | NUMBER DEAD | NUMBER INJURED

ADDRESS | WORK PHONE

SEX M	WEIGHT	HEIGHT	EYES	HAIR	DATE OF BIRTH

DRIVERS LICENSE NUMBER | STATE | SEX

OPERATOR'S EXPERIENCE – IN HOURS: ☐ UNDER 20 ☐ 20 TO 100 ☐ 100 TO 500 ☐ OVER 500

OPERATOR'S INSTRUCTION IN BOATING SAFETY: ☐ STATE COURSE ☐ U.S. POWER SQUADRON ☐ USCG AUXILIARY ☐ NONE ☐ INTERNET COURSE (SPECIFY) ☐ OTHER (SPECIFY)

NAME PASSENGER 1	DOB M / F	ADDRESS / TELEPHONE	PFD WORN YES ☐ NO ☐
NAME PASSENGER 2	DOB M / F	ADDRESS / TELEPHONE	PFD WORN YES ☐ NO ☐
NAME PASSENGER 3	DOB M / F	ADDRESS / TELEPHONE	PFD WORN YES ☐ NO ☐

TOTAL NUMBER PASSENGERS | NUMBER OF SKIERS OR NUMBER TOWED | ESTIMATED SPEED: DRIFTING ☐ UNDER 10 MPH ☐ 10-20 MPH ☐ OVER 20 MPH ☐ OVER 40 MPH ☐

REGISTRATION OR DOCUMENTATION NUMBER	STATE	HULL IDENTIFICATION NUMBER (HIN)	BOAT NAME
LENGTH	YEAR BUILT	MANUFACTURER	MODEL
NAME OF OWNER	NUMBER OF ENGINES	TOTAL HORSEPOWER	

WEATHER (CHECK ALL APPLICABLE)

- [x] CLEAR
- [ ] CLOUDY
- [ ] FOG
- [ ] RAIN
- [x] SNOW
- [ ] WINDY

WATER CONDITIONS

- [x] CALM (WAVES - 1)
- [ ] CHOPPY (1" - 2')
- [x] ROUGH (2 - 9')
- [ ] VERY ROUGH (>9')
- [ ] STRONG CURRENT

TEMPERATURES

AIR °C °F

WATER °C °F

WIND DIRECTION SW

- [ ] LIGHT (0-6 MPH)
- [x] MODERATE (7-15 MPH)
- [ ] STRONG (16-25 MPH)
- [ ] STORM (OVER 25 MPH)
- [ ] NONE

VISIBILITY

DAY [x] NIGHT [ ]

- [x] GOOD
- [ ] FAIR
- [ ] POOR

BOAT TYPE

#1	#2
[x]	[ ] OPEN MOTORBOAT
[ ]	[ ] HOUSEBOAT
[ ]	[ ] PWC WATERCRAFT
[ ]	[ ] AUXILIARY SAIL
[ ]	[ ] SAILBOAT
[ ]	[ ] CABIN MOTORBOAT
[ ]	[ ] SAIL (CABIN)
[ ]	[ ] CANOE/KAYAK
[ ]	[ ] RAFT/RAFT BOAT
[ ]	[ ] OTHER (SPECIFY)

HULL MATERIAL

#1	#2
[ ]	[ ] WOOD
[ ]	[ ] STEEL
[ ]	[ ] ALUMINUM
[ ]	[ ] ALUMINUM
[x]	[ ] FIBERGLASS
[ ]	[ ] RUBBER/FLEXIBLE
[ ]	[ ] OTHER (SPECIFY)
[ ]	[ ] UNKNOWN

ENGINE

#1	#2
[ ]	[ ] OUTBOARD
[x]	[ ] INBOARD
[ ]	[ ] STERN DRIVE/I/O
[ ]	[ ] AIRBOAT
[ ]	[ ] NONE

PROPULSION

#1	#2
[x]	[ ] PROPELLER
[ ]	[ ] AIR THRUST
[ ]	[ ] PADDLES
[ ]	[ ] WATER JET
[ ]	[ ] SAIL

OTHER

RENTAL BOAT

	YES	NO
VESSEL #1	[ ]	[x]
VESSEL #2	[ ]	[ ]

FUEL

#1	#2
[x]	[ ] GASOLINE
[ ]	[ ] DIESEL
[ ]	[ ] KERATINE

TYPE OF ACCIDENT

RANK BY NUMBER IN ORDER OF OCCURANCE (NO MORE THAN 5)

#1	#2
[ ]	[x] GROUNDING
[ ]	[ ] CAPSIZING
[ ]	[ ] FLOODING OR SWAMPING
[ ]	[ ] SINKING
[ ]	[ ] FIRE/EXPLOSION (FUEL)
[x]	[ ] SEVERE MISHAP
[ ]	[ ] COLLISION WITH VESSEL
[ ]	[ ] COLLISION WITH FIXED OBJECT
[ ]	[x] COLLISION WITH FLOATING OBJECT
[ ]	[ ] FALLS OVERBOARD
[ ]	[ ] FALLS IN BOAT
[ ]	[ ] STRUCK BY BOAT
[ ]	[ ] STRUCK BY MOTOR/PROPELLER
[ ]	[ ] HIT AND RUN
[ ]	[x] FIRE/EXPLOSION (OTHER THAN FUEL)
[ ]	[ ] OTHER

CAUSE OF ACCIDENT

RANK BY NUMBER IN ORDER OF IMPORTANCE (ALL THAT APPLY - BUT NO MORE THAN 3)

#1	#2
[ ]	[ ] WEATHER
[ ]	[ ] OVERLOADING
[ ]	[ ] PERSONAL ENJOYMENT
[ ]	[ ] IMPROPER LOADING
[ ]	[ ] FAIL TO YIELD
[ ]	[ ] OPERATOR INCOMPETENCE
[ ]	[ ] OPERATOR INATTENTION
[ ]	[ ] PASSENGER/RIDER BEHAVIOR
[ ]	[ ] RECKLESS OPERATION
[ ]	[ ] EXCESSIVE SPEED
[ ]	[ ] NO SKI OBSERVER
[ ]	[ ] SKI OBSERVER NOT OBSERVING
[ ]	[ ] HAZARDOUS WATERS
[ ]	[ ] DRUG USE
[ ]	[ ] ALCOHOL USE
[ ]	[ ] EQUIPMENT FAILURE
[ ]	[ ] NAVIGATION LIGHTS DISPLAY
[ ]	[ ] CONGESTED WATERS
[ ]	[ ] HULL FAILURE
[ ]	[ ] CARBON MONOXIDE
[x]	[ ] OTHER

OPERATION AT TIME OF ACCIDENT

#1	#2
[x]	[ ] CRUISING
[ ]	[ ] CHANGING DIRECTION
[ ]	[ ] CHANGING SPEED
[ ]	[ ] DOCKING
[ ]	[x] TOWING
[ ]	[ ] BEING TOWED
[ ]	[ ] ROWING/PADDLING
[ ]	[ ] SAILING
[ ]	[ ] LAUNCHING
[ ]	[ ] DOCKING/UNDOCKING
[ ]	[ ] ANCHORED
[ ]	[ ] FIELD TO DRY/UNDOCKED
[ ]	[ ] OTHER

ACTIVITY AT TIME OF ACCIDENT

(CHECK ALL THAT APPLY)

#1	#2
[x]	[ ] RECREATIONAL
[ ]	[ ] FISHING
[ ]	[ ] TOURNAMENT
[ ]	[ ] SKIING
[ ]	[ ] SKI WAKEBOARDING
[ ]	[ ] MAJOR REPAIRS
[x]	[ ] WATERSKIING/TUBING ETC
[ ]	[ ] TOWING OTHER VESSEL
[ ]	[ ] RACING
[ ]	[ ] WATER-WATER SPORTS
[ ]	[ ] FLOATING
[ ]	[ ] NON-RECREATIONAL
[ ]	[ ] OTHER

PERSONAL FLOATATION DEVICES

	VESSEL #1		VESSEL #2	
WAS THE VESSEL ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED FLOTATION DEVICES?	[x] YES	[ ] NO	[ ] YES	[ ] NO
WERE THEY ACCESSIBLE?	[x] YES	[ ] NO	[ ] YES	[ ] NO
WERE THEY PROPERLY SIZED?	[x] YES	[ ] NO	[ ] YES	[ ] NO
WAS THROWABLE USED?	[ ] YES	[x] NO	[ ] YES	[ ] NO

EQUIPMENT

	VESSEL #1		VESSEL #2	
FIRE EXTINGUISHER ON BOARD?	[x] YES	[ ] NO	[ ] YES	[ ] NO
FIRE EXTINGUISHER USED?	[ ] YES	[x] NO	[ ] YES	[ ] NO
FLAME ARRESTOR/CONTROL?	[x] YES	[ ] NO	[ ] YES	[ ] NO
SOUND PRODUCING DEVICE?	[ ] YES	[x] NO	[ ] YES	[ ] NO
SIDE PARK LIGHTS?	[x] YES	[ ] NO	[ ] YES	[ ] NO

NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #
NAME	ADDRESS	TELE #

1621

ALCOHOL or DRUG USE

HOW LONG HAD OPERATOR BEEN ON THE WATER BEFORE THIS ACCIDENT OCCURRED:
VESSEL #1 [illegible] VESSEL #2

WAS THERE ANY LIQUOR OR ALCOHOLIC BEVERAGES ON BOARD DURING OPERATION OF VESSEL? ☒ NO ☐ YES
VESSEL #1 AMOUNT AND TYPE
VESSEL #2 AMOUNT AND TYPE

SUSPECTED DRUG USE	VESSEL #1	VESSEL #2
ALCOHOL/DRUG USE APPARENT	☐ YES ☒ NO	☐ YES ☐ NO
ODOR ALCOHOL	☐ YES ☒ NO	☐ YES ☐ NO
[illegible]	☐ YES ☒ NO	☐ YES ☐ NO
OUT ALCOHOL/DRUGS	☐ YES ☒ NO	☐ YES ☐ NO
HAD BEEN DRINKING	☐ YES ☒ NO	☐ YES ☐ NO

OPERATOR TEST RESULTS

	VESSEL #1	VESSEL #2
BLOOD		
BREATH		
URINE		
OTHER		
NONE		

DID ANY OF THE PASSENGERS CONSUME ANY ALCOHOL

VESSEL #1 ☐ YES ☒ NO VESSEL #2 ☐ YES ☐ NO

COULD THE ACTIONS OF THE PASSENGERS HAVE CONTRIBUTED TO THE ACCIDENT? IF YES DESCRIBE
NO

VIOLATIONS AND CITATION DATA

NAME VESSEL # VIOLATION CODE(S)

NAME VESSEL # VIOLATION CODE(S)

NAME VESSEL # VIOLATION CODE(S)

NAME VESSEL # VIOLATION CODE(S)

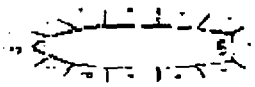
DAMAGED PROPERTY OTHER THAN VESSELS

NAME OF OWNER OF DAMAGED PROPERTY	DESCRIBE OTHER PROPERTY AND ESTIMATED DAMAGE	ADDRESS
N/A		

VESSEL DAMAGE

VESSEL #1 DAMAGE ESTIMATE: $

DENOTE INITIAL IMPACT POINT
CIRCLE NUMBERS OF ALL OTHER DAMAGED AREAS
DESCRIBE DAMAGE



VESSEL #2 DAMAGE ESTIMATE: $

DENOTE INITIAL IMPACT POINT
CIRCLE NUMBERS OF ALL OTHER DAMAGED AREAS
DESCRIBE DAMAGE

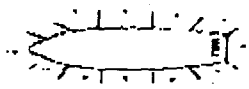
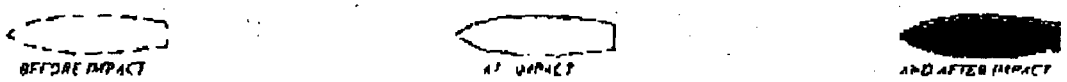
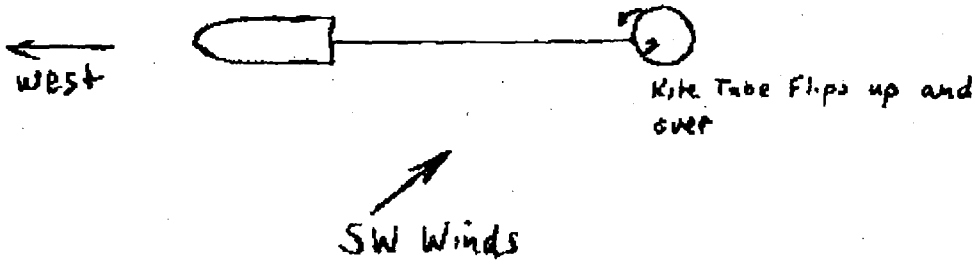


DIAGRAM BELOW THE POSITION AND DIRECTION OF TRAVEL OF VESSEL(S) INVOLVED





NOT TO SCALE

1622

Narrative:

SUMMARY.

On June 2, 2006, subject vessel was underway towing a rider on a kite tube. The tube overturned in the air, plunging the rider head first into the water. Rider suffered a neck injury, possible C-spine vertebra break.

ASSIGNMENT:

On June 2, 2006, at about 15:41, Glen Canyon Dispatch advised of a kit tube accident victim, with neck injury, being sailed to Bullfrog Public Dock. Park Medic Amy Mowat, and Ranger Jason Lux responded with ambulance, and provided prehospital patient care. I responded to conduct a boat acident investigation.

INVESTIGATION:

At about 15:55 a vessel arrived transporting the victim [redacted], DOB 05/12/77. I contacted the vessel owner/operator, [redacted] as well as passengers [redacted] and later victim [redacted]. They advised me of the following: The boat in which victim [redacted] had been transported (a 280 HP Chris Craft, inboard 21 ft runabaout, #UT 4640 SG) was involved in the accident. The boat had been towing a kite tube with various riders throughout the day and previous day. At about 15:25 the boat was cruising in Halls Creek Bay with rider [redacted] on the kite tube. Length of the tow rope was approximately 60 feet. Passengers in the boat were acting as lookouts. The group was having difficulty in getting the kite tube into the air, due to the adult weight. Therefore the operator cruised westward into the wind, and picked up the speed to about 35 to 40 mph. At that time winds were about SW at 10 mph. (Ranger's note: the direction of travel would have put them into the wind with a crosswind component from the port side.) As a result, the kite tube was elevated to about 10 to 12 feet above the water. At some point, the port side of the kite tube flipped up, the tube then turned completely over, and accelerated downward with the fore end of the tube pointing downward. During the flip, rider [redacted] fell off the kite tube, and went head first into the water, with an angular component and a corkscrew motion.

Victim [redacted] and other interviewees advised that [redacted] did not lose consciousness. The boat immediately swung around and retrieved [redacted]. He got into the boat on his own power and with assistance. He then laid down and complained of neck pain. He was transported to their base station house boat, the Desert Illusion, which was moored at Halls Crossing Marina. [redacted] continued to feel bad, so he was transported to Bullfrog in the runabout for medical attention.

Owner/operator of the vessel, [redacted], advised that his wife T[redacted] had a similar accident on the kite tube the previous day. In her case, the kite tube flipped and she fell onto the water on her back. He advised that since then she had been complaining of back soreness, and had been spitting up blood in the night. He advised that she was fine now. He did not request medical assistance. [redacted] was across the bay at Halls Crossing Marina, on a houseboat the Desert Illusion, and I therefore did not interview her.

Passenge[redacted] advised that a boy in the group had been on the kite tube as well and complained that his arm hurt. However, he advised this was not from the tube flipping, but may have been from holding onto the tube. [redacted] advised that with a child as rider, the kite tube was easily lifted into the air. However with the weight of an adult, boat speed had to be increased with boat cruising into the wind in order to lift the kite tube.

1623

REPORTING OFFICER OR INDIVIDUAL

DATE REPORT FORWARDED TO: U.S. COAST GUARD MSO ____ STATE REPORTING AUTHORITY ____ INSPECTOR GENERAL ____ OTHER AGENCY ____

U.S. COAST GUARD: CANVASS FOR FOLLOW-UP REPORT NOTIFIED FOR POSSIBLE CONSIDERATION OF DEFECT NOTIFICATION ☐ YES ☐ NO DATE ____

REPORTING OFFICER'S NAME (PRINT) Sam Boyer	PHONE NUMBER	AGENCY NAME	DATE
REPORTING OFFICER'S SIGNATURE		AGENCY ADDRESS Glen Canyon NRA Building [illegible]	
APPROVED BY (PRINT)	SIGNATURE		DATE

(DO NOT USE) STATE BOATING ADMINISTRATOR

CAUSES BASED ON (CHECK ONE): [ ] THIS REPORT [ ] INVESTIGATION AND THIS REPORT [ ] INVESTIGATION [ ] COULD NOT BE DETERMINED	SIGNATURE OF BOATING LAW ADMINISTRATOR OR AGENT REVIEWING OFFICER	DATE RECEIVED
PRIMARY CAUSE OF ACCIDENT	SECONDARY CAUSE OF ACCIDENT	

282

1624

Glen Canyon National Recreation Area
Voluntary Statement

Case #

Return this Form to the Ranger _____

Last Name/Company	First	MI	Telephone	Driver's Lic#	SSN	Date of Birth
[redacted]	[redacted]	G	[redacted]	148334232	529871250	2-9-7[illegible]

Street	Mailing Address	City	State	Zip Code
[redacted]	673 [illegible]	[illegible]	UT	84121

Where can you be located?

I [redacted] do hereby make the following statement of my own free will.

Incident _____
Location _____
on the _____ day of _____ 200__ at _____ AM/PM.

"You are notified that statements you are about to make may be presented to a magistrate or a judge in lieu of your sworn testimony at a preliminary examination. Any false statement you make and that you do not believe to be true may subject you to criminal punishment as a class 4 misdemeanor."

Statement: Towing kite tube @ 35 MPH there went about 10 feet in A.R. Ride felt impression his neck

Witness S[redacted] Date 6-2-06

Officer S[redacted] Date ID#

1625

Glen Canyon National Recreation Area
Voluntary Statement

Case # _____ Return this Form to the Ranger _____

Last Name of Witness	First	MI	Telephone	Driver's Lic.	SSN	Date of Birth
[redacted]		B	[redacted]	143 [illegible]	542-98-7283	11-5-61

Mailing Address	City	State	Zip Code
[redacted]	Highland	UT	84003

How long will you be in the area? Where can you be located?

1 more day thru June 3, 2006	Hells Creek Bay

I [redacted] do hereby make the following statement of my own free will.
(official language of witness)

Incident Kite Tube Crash
Location Hells Creek Bay
on the 2 day of June 2006 at 1:30 AM/PM.

"You are notified that statements you are about to make may be presented to a magistrate or a judge in lieu of your sworn testimony at a preliminary examination. Any false statement you make and that you do not believe to be true may subject you to criminal punishment as a class A misdemeanor."

Statement:

We were pulling [redacted] on a crew kite tube into a wind heading west. Boat was traveling at approx 35 mph. The tube elevated 10-15 ft and then turned sideways and then upside down and dropped Blake on his head. He was obviously hurt but conscious and able, with help, to climb onto the boat. Immediately the pain became very concentrated in his neck area and we laid him down & elevated his feet. His pupils were not dialated and he had feeling in his hands, fingers and toes. We radioed Bullfrog Control to get help and were able to meet an ambulance crew at the Bullfrog boat ramp.

(continued on back)

Witness Signature	Date
[redacted]	6/2/06

Officer Signature	Date	ID#

SAN JUAN COUNTY SHERIFF'S OFFICE
BOX 788 / 297 SOUTH MAIN STREET
MONTICELLO, UTAH 84535
(435) 587-2237 FAX (435) 587-2013

STATEMENT

STATEMENT DATE 6-1-06 STATEMENT TIME 4:30 INCIDENT DATE 4-1-06 INCIDENT TIME _____

NAME [redacted] AGE 29 D.O.B. 9-30-76 SEX F

FULL ADDRESS [redacted] Circle St George Utah

TELEPHONE NUMBER HOME [redacted] WORK (___) _____ OTHER (___) _____

TYPE OF INCIDENT Boating

LOCATION OF INCIDENT Lake Powell

PLEASE DESCRIBE WHAT YOU SAW, HEARD, OR KNOW TO BE TRUE:

while using Kite tube, flying 10 - 12 ft. in air. Tube was unstable and he fell off landing in water head first.

I declare the statements I have given herein to be true and correct to the best of my knowledge. I am hereby notified that any false statements made herein is punishable under law.

SIGNATURE [redacted]

1627

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 1

SPORTSSTUFF

WEGO KITE TUBE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

⚠ RELEASE OF LIABILITY ⚠

By assembling and inflating the Kite Tube, you agree that you have read and understand the entire Sportsstuff's product manual, including all instructions and warnings contained in that material prior to using the Kite Tube. You additionally agree that you will ensure any additional or subsequent users of the Kite Tube will read and understand the entire owner's manual. Misuse or improper use of the Kite Tube could result in risks, dangers and hazards which may result in serious injury or death. The risks and dangers that may be encountered through the improper use of the Kite Tube can be avoided by reading and following the warning guidelines listed within the owner's manual and by proper use of the Kite Tube. Your assembly and use of this product shall be evidence of your agreement, to the fullest extent permitted by law, to properly follow the instructions and abide by the warnings set forth within the product manual. Your assembly and use of the Kite Tube shall also constitute a release, to the extent permitted by law, by you and by any third party permitted by you to use, in any manner, the Kite Tube, to Sportsstuff from any and all liability for any loss, damage, injury and/or expense that you or any user of the Kite Tube may suffer as a result of the use of the Kite Tube. This release shall extend to any loss, damage, injury or expense due to any cause whatsoever, including negligence or breach of contract on the part of Sportsstuff and/or any party participating in the design and/or manufacture of the Kite Tube. The terms of this release shall be effective and binding upon you, your heirs, next of kin, executors, administrators, assigns and representatives. Your assembly and use of the Kite Tube shall constitute your agreement to assume and accept any or all known or unknown risks of injury to you and/or to third parties through the use of the Kite Tube. Sportsstuff and related parties have not made and hereby expressly deny any oral or written representation and/or warranty, including warranty for a particular purpose, other than what is set forth herein and in the Sportsstuff's Kite Tube manual.

KITE TUBE DESCRIPTION

Away Wego! "Kite Tubing", the mystery of flying, becomes a reality. The Kite Tube creates an air pocket on the under carriage bottom that enables lift via ground effect and the aerodynamic shape. Be prepared to reach new heights! Spend the summer gaining experience riding the Kite Tube. The Kite Tube is designed to glide, soar, and fly. You can use it like a regular deck tube in the whips, figure eights, and circles. It "kites" the best in a straight boat pattern into the wind and will rise out of the water slowly or quickly based on the rider weight, wind and boat speed. Expect the unexpected! The basic idea behind the Kite Tube is simple; The Kite rider kneels or stands on the tube that is tethered to the tow boat. As the boat moves forward into the wind, the Kite and the rider rise up from the water's surface to perform a water ballet in the air with the rider balancing on top. Kite Tubing is not as dangerous as some extreme sports, however it can be more dangerous than regular tubing with the added dimension of height. In Kite Tubing, safety has to be taken seriously. EVERYONE is a beginner, regardless of previous experience. Read all instruction and warnings before using the Kite Tube. Start slow and begin by using the 45 foot section of the included tow rope.

KITE TUBE SPECIFICATIONS

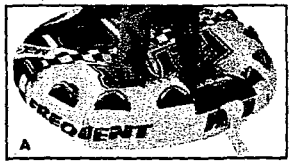
- 120 inch inflated diameter(10 foot) with slanted saucer configuration.
- 840D nylon double cover with pu coating(full body cover).
- Reinforced towing system with molded aluminum connector for easy tow rope connection.
- Computerized double-stitched sewing.
- Multiple mesh bar-tacked drain ports.
- Nylon zippered openings for bladder insertion and adjustment.
- Parallel slotting system with footsteps and neoprene padding for comfort.
- Reflective piping on all handles and on the outside top taping.
- Various loops for use of detachable leash(s).
- Panoramic see-through double windows.
- High visibility red and yellow watersports safety colors with checkerboard and caution accent striping.
- Easily seen bold, billboard-style graphics.
- Skull graphics is a reminder to pay attention and not to fool around, take nothing for granted.
- Two heavy duty pvc bladders, one supports the outer ring and the other is the slotting system cockpit for the rider. Both have speed safety valves for easy inflation/deflation.
- Leash with two sponge balls is included.
- Segmented tow rope is included. Adjustable length style in 45, 55, and 65 foot lengths.

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 3

KITE TUBE ASSEMBLY AND INFLATION

Proper inflation is key to the optimum performance of this towable. The tube is designed to fit snugly in the cover, and there should be no wrinkles in the cover when the tube is properly inflated.

IMPROPER INFLATION



PROPER INFLATION

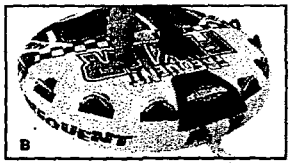


Photo "A" shows a severely underinflated tube. Note how the adult sinks in when standing on the tube. Under-inflation causes the towable to sit low in the water. Additional stress is applied to the tube, cover, rope and boat/watercraft, by being dragged through the water instead of pulled across it. This stress causes the air in tubes to be displaced and the tube may rupture. The same stress causes nylon covers to tear and ropes to stretch. The boat/watercraft cannot plane off and extra gas is consumed.

Photo "B" shows a properly inflated tube. Note how the cover is taut with few wrinkles, and how the adult barely sinks in when standing on the tube. This tube would ride high on the water, providing you with an exciting ride - less stress on the tube, cover, rope, and boat/watercraft. Proper inflation will insure a longer life-span for your product.

Inflation Maintenance:

Finally, it is not enough to simply fill it up and go! It is important to monitor the amount of air in this product as heat will cause the bladder to expand, possibly causing damage to the seams or I-beams. Don't let it sit on the beach, dock, or boat/watercraft full of air! If it is stored out of the sun in a cool place, you may need to add air. Check and adjust inflation levels each time you use your tube. You'll have more fun, and your toys will last longer.

The best air pumps to use are:

- 110v electric: 2.5 psi (model #57-1504A) or 3.0 psi (model #57-1508)
- Hand/foot pump specifically for towables: LP1 (model #57-1003)
- 12v pumps (model #57-1510) can also be used but a their maximum output is only .8 psi so a secondary pump such as the Sportsstuff LP1 hand pump (model #57-1003) will need to be used.
- Leaf Blower
- Vacuum with two-way switch

Your WEGO towable is equipped with the Speed Safety Valve pictured below:

Speed Safety Valve - A hybrid valve utilizing the best of both the Oversized Safety Valve and the Speed Valve. Pulls out for fast inflation/deflation, then can be pushed in flush with the tube. For use with standard electric pumps, shop vac, wet vac, leaf blowers, and vacuums with a 2-way switch for fast inflation/deflation.

Secure the valve by firmly inserting the bottom portion of the valve into the base. To inflate, open only the top portion of the valve. Using the hose from your inflator, inflate through the top opening of the valve.

The optimal inflator is a 2.5 psi or higher electric pump. You may also use a 1.1 or 3.0 psi pump. Using the 12v pump (model #57-1510) followed by the LP1 hand pump (model #57-1003) to top off the unit takes about 3.5 minutes. The 1.1 psi 110v pump followed by using the LP1 hand pump (model #57-1003) to top off the unit will inflate the WEGO in a few minutes. The 2.5 electric pump (model #57-1504A) will inflate the WEGO in just over 3 minutes. The 3.0 pump (model #57-1508) will inflate the WEGO in as little as 2 minutes.

Please call Sportsstuff at 1-888-814-8833 to order directly.

1. Open the box and locate Owner's manual information and instructional DVD.
2. Review owner's manual and instructional DVD first and share the information with all other users and or spotters.
3. Locate a flat, wide-open, clean and clear area to open and assemble the product.
4. Unfold the nylon cover so the yellow cover with winged skulls is completely unfolded along with slotting system cockpit.
5. Please notice the bladders have already been assembled in the cover. There are two valves total. One on the slotting portion and another on the outside ring.
6. Locate and open the padded valve cover on the slotting portion (cockpit area). Open the valve and inflate until firm and the cover is wrinkle free and taut. It may be necessary to adjust the cover to fit the inflation holes. Use the zippered openings in the cover to adjust bladder position if necessary.
7. Close valve completely and secure valve cover.
8. Locate the valve on the outer ring and repeat steps 6-7.
9. Please note that the window panels are not supported by an internal bladder, so stay off of this portion of the cover.
10. With assistance, carefully lift the unit into water.
11. Do not drag across harsh surfaces, as this will damage the unit.
12. Once at the water entry point attach tow rope to unit and hook up to the boat. Make sure leash is attached to the nose loop.
13. Enjoy your Kiting experience.

PLEASE NOTE OVER INFLATION WILL CAUSE THE BLADDER TO HAVE A CONCAVE EFFECT ON THE UNDERSIDE, CAUSING THE KITE TUBE TO SUBMARINE.

PLEASE NOTE UNDER INFLATION WILL CAUSE KITE TUBE TO NOT PERFORM AS DESIGNED. WHEN KITING, YOU CAN TELL VISUALLY IF YOU ARE CORRECTLY INFLATED

Proper inflation means you'll have a wonderful flight experience, so follow the above instructions closely.

KITE TUBE CARE AND MAINTENANCE

- You may clean your towable using a soap and water or mild detergent.
- You should inspect your unit frequently for wear and tear. If you need parts replacement please contact Sportsstuff 1-888-814-8833.
- Before each use always check inflation, tow connection and boat connection.
- After using the Kite Tube do not leave out in direct sunlight, but keep in a shaded area.
- When the unit is not in use NEVER leave this unit is direct Sunlight at any time.
- The strong UV rays will quickly destroy and downgrade the nylon cover and age the materials prematurely.
- Monitor and adjust bladder pressure on warm days.
- Never use strong cleaning agents.
- The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight. (In between uses and at the end of the boating season.)
- To deflate, simply open red valve.
- Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
- Bright colored fabric covers used on the towables may bleed or fade when initially wet. Protect all boat interiors, docks and car interiors from possible staining.

KITE TUBE TETHER TOW ROPE

We have included a new style tether tow rope for use with the Kite Tube. Overall the tow rope is 65 foot length, but can be adjusted to 55 foot length and 45 foot length. Since the Kite Tube is unlike any previous towable tube with the added dimension of sustained height. We believe that the boat driver, rider and spotter are all beginners. We recommend the following to get the hang of Kiting, how the Kite reacts being towed by the boat, how the wind affects the flight while being ridden by different size riders. Experience is the best teacher.

Step one: BEGINNER LEVEL
All beginners start with 45 foot tow rope to get some experience. Use at least 12 times for a minimum of 20 minutes per use.

Step two: INTERMEDIATE LEVEL
All intermediates can increase rope length to 55 foot to get more experience. Use at least 24 times for a minimum of 20 minutes per use.

Step three: MASTER LEVEL
All masters can increase length to 65 foot to get more experience.

You can spend all summer gaining experience Kiting and really still not have experienced all things, wind speed, rider weight and boat speed create many variables (different kinds of watercraft, lack of wind) etc. Attach the Kite Tube Tether tow rope to the aluminum connector on the tube and to a towable hook on the rear of the boat. We recommend you use a low tow point on the rear transom of the boat or tow hook.

⚠ KITE TUBE HEIGHT INSTRUCTION ⚠

NEVER KITE HIGHER THAN YOU ARE WILLING TO FALL

Just think of the fall, in normal tubing you can get thrown off and go up to 15 to 20 foot high, but in kiting you are already at a certain height above the water and can get thrown higher. At a boat speed of 10 and 20 mph the water gets harder the faster and higher you go so control the boat speed and tube height and watch out for gusty and cross winds. Many bodies of water have natural barriers or wind breaks, be aware of these situations. Due to the height factor, you must use the Kite Tube in waters at least 6 feet deep (a guideline could be 1 foot of water depth for every foot of tube height). For best kiting use against the wind in straight-line runs.

⚠ RIDER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Avoid gusty and cross winds, use in light to moderate steady winds.
- Gusts and cross winds can cause this product to experience sudden changes in height or direction.
- Use in at least 6 feet of water depth, the higher you Kite, the deeper the water should be.
- Never use in shallow waters.
- Boat driver, spotter and rider are all beginners, take it easy, learn in light steady wind, start slow.
- Your body weight is a factor on balance and control, shifting helps to control kiting (rider is ballast).
- Have pre-ride discussion with rider, driver and spotter.
- Never Kite higher than you're willing to fall.
- Into a steady wind, flight occurs more easily.
- With the wind, flight is not so easy.
- Based on rider weight, a lighter person will Kite easier than heavier person.
- Do not over-estimate your ability, Kiting takes a practiced level of skill.
- Keep tube's nose up when starting out, pull back on the bati/leash to help hold the nose up until the boat reaches planing speed.
- Rider safety is in the hands of the boat driver and spotter.
- Stay 100 yards from shore, avoid other boat traffic, power lines and

other immovable objects.
• Be aware of natural wind breaks and barriers that change the wind flow.
• Use rear transom tow point. Using higher tow point means the Kite can Kite higher.
• Maximum 1 rider capacity
• Do not exceed 200 pound maximum weight or 100 pounds minimum, be at least 12 years of age and a height of 5 feet or more.
• Balance to minimize movement while airborne. Too much movement can cause the Kite Tube to become wobbly and overturn. Maintain a good center of gravity.
• 10 and 2 o'clock are the best control hand positions.
• Hang time, Kite time, can be 1 second or many minutes.
• Length of hang time depends on the wind, boat speed and rider weight.
• A straight boat heading into the wind creates the optimum Kiting performance.
• Ballet performance is what you are looking for (up and down).
• Use the large panoramic window to see the boat and to view rider height.
• Force the tube down by pushing your weight down with a swift, sitting motion.
• Use your position within the slotting system cockpit to adjust pitch, or the angle by which the nose of the tube is inclined up or down from the horizontal.
• Use the handles to adjust left to right balance.
• Utilize a combination of foot and hand positions to accommodate the current wind and boat speed conditions.
• Do not use this tube if you are pregnant, could be pregnant, or if you have neck or back problems.
• Raise arms above head following a spill to signify to the boat driver and spotter that you are okay.
• A rider that falls or is ejected should try to fall away from the Kite Tube.
• Experience safe Kiting.

⚠ BOAT DRIVER INSTRUCTIONS AND WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

• Driver should be at least 16 years of age and pass a coast guard approved boating course.
• Utilize a large, wide angle, rear view mirror (20 inch width) to keep eye on Kite elevation.
• Slow speed to reduce height, a sudden gust of wind can send the rider up to 20 feet high or more in half a second.
• Maintain constant communication with spotter about the Kite Tube and its performance.
• Adjust boat speed to reduce the height of the Kite Tube.
• The Kite Tube is unlike any other towable tube, it can sustain flight at various heights for long periods of time.
• Wind, boat speed, rider weight and length of rope are big variables in Kiting performance.
• Pay attention and adjust the boat speed frequently to fit the conditions. You are the director.
• Never Kite higher than you want the rider to fall, adjust your speed.

• Avoid excessive boat speed at all times.
• Have pre-ride meeting with spotter and rider to discuss the type of ride to be given.
• Determine the best conditions for Kite tubing based on rider weight, boat speed and wind speed.
• Give-way to all other watercraft, especially sailboats.
• The Kite Tube can sustain flight with steady head wind and boat speed. Head into the wind
• Be aware of cross winds and wind gusts.
• Use the large, panoramic window to monitor and communicate with the rider.
• Don't gamble with rider safety. Driver must accept 100% responsibility for the safety of the rider.
• Instruct the rider to lean back and pull on the leash to keep the nose up until the boat and tube plane out, as the boat planes out and the tube rises out of the water, there will be almost no drag on the boat.
• Most boating accidents happen in less than 2 seconds.
• Reaction time varies from 120 to 255 feet of boat length.
• Do not be in-attentive. Do not let your mind wander. Focus on what you are doing
• Never use the Kite Tube with wind forces so strong that you are unable to maintain control.
• Don't Kite in electrical storms.
• The Kite Tube is an air foil of extremely limited capabilities with regard to wind and turbulence.
• Instruct all riders of rules and warnings, plus how to ride.
• In riding position, the rider and tube are at a 45° angle to the water's surface.
• Avoid floating objects and all immovable objects.
• All riders should be towed at speeds that allow for reasonable control.
• Avoid submarining the towable when first starting out or on spills.
• Slow boat down to 5 mph to turn around and pick up the rider.
• In many cases when the rider falls off, the Kite will continue to be airborne
• Don't be a gunner; slamming the throttle forward and forgetting about the towable and your rider. Focus
• In no-wind conditions, use zig-zags, whips, figure eights and circles that the Kite Tube will Kite in, but remember the Kite Tube is designed to Kite into the wind.
• Do not throw away your owners manual or DVD. You must review periodically and especially when allowing others to use or borrow your Kite Tube.
• Unlike most towables that ride on the water's surface and have tremendous drag, when the Kite Tube is Kiting or flying there is almost no drag and the boat has a tendency to go faster, so watch out for this effect (a lot of drag to no drag).
• Don't overload your boat with a lot of passengers.
• Like many towables, rider balance too far forward can cause towable to nose under. This is called submarining. When the you start moving forward, make sure the rider holds the leash on the tube to help keep the nose up during takeoff, till the boat reaches planing speed and lift occurs on the Kite Tube. If the boat driver, spotter and rider are not paying attention, the towable could nose in. This causes the submarine effect, which results in the towable acting like an anchor. Reduce speed immediately, otherwise you will create too much drag on the boat and tube, causing something to break.

• Pay attention when starting out to prevent this effect. Let's say everything goes right and the Kite Tube and rider are traveling at a sustained height above the water and the rider falls off. The Kite might continue its flight or crash down into the water. We suggest that you slow the boat down to 5mph, otherwise the towable might again act like a submarine, because it is upside down or wind conditions have forced it into a weird position where it cannot be towed at any speed other than 5 mph.
• It is the obligation of the boat driver to operate the boat in responsible safe manner and not try to "dump the rider".
• Experience safe Kiting.

⚠ SUBMARINE EFFECT WARNING ⚠

LIKE MANY TOWABLES, A RIDER'S BALANCE TOO FAR FORWARD CAN CAUSE TOWABLE TO NOSE UNDER. THIS WE CALL SUBMARINING. WHEN THE BOAT DRIVER STARTS FORWARD, HE OR SHE SHOULD MAKE SURE THE RIDER HOLDS THE LEASH TO HELP KEEP THE NOSE UP DURING TAKEOFF TILL THE BOAT REACHES PLANING SPEED AND LIFT OCCURS ON THE KITE TUBE. IF THE BOAT DRIVER, SPOTTER AND RIDER ARE NOT PAYING ATTENTION THE TOWABLE COULD NOSE IN. THIS CAUSES THE SUBMARINE EFFECT, WHICH RESULTS IN THE TOWABLE ACTING LIKE AN ANCHOR. REDUCE SPEED IMMEDIATELY, OTHERWISE YOU WILL CREATE TOO MUCH DRAG ON THE BOAT AND TUBE CAUSING THE SOMETHING TO BREAK. PAY ATTENTION, WHEN STARTING OUT TO PREVENT THIS EFFECT.
LET'S SAY, EVERYTHING GOES RIGHT AND THE KITE TUBE AND RIDER ARE TRAVELING A SUSTAINED HEIGHT ABOVE THE WATER AND THE RIDER FALLS OFF. THE KITE MIGHT CONTINUE IT'S FLIGHT OR CRASH DOWN INTO THE WATER. WE SUGGEST YOU SLOW THE BOAT DOWN TO 5MPH, OTHERWISE THE TOWABLE MIGHT AGAIN ACT LIKE A SUBMARINE BECAUSE IT IS UPSIDE DOWN OR WIND CONDITIONS HAVE FORCED IT INTO A WEIRD POSITION WHERE IT CANNOT BE TOWED AT ANY SPEED OTHER THAN 5 MPH. BOAT DRIVER SHOULD TURN TO PICK UP RIDER AND START ALL OVER AGAIN.
IT IS THE OBLIGATION OF THE BOAT DRIVER TO OPERATE THE BOAT IN RESPONSIBLE SAFE MANNER AND NOT TRY TO "DUMP THE RIDER". THE KITE TUBE IS DESIGNED TO BE RIDDEN AT SAFE LEVEL WITHOUT HAVING TO HAVE SOME CRAZY BOAT DRIVER TRYING TO CREATE PROBLEMS. EXPERIENCE SAFE KITING.

⚠ SPOTTER OR OBSERVER INSTRUCTION ⚠

• Have watersports safety flag
• Keep driver aware of other boating traffic, obstacles, etc
• Keep driver aware of towable state and rider conditions and how the towable is doing
• Keep tow ropes from getting caught on protrusion from the boat
• We have found that small megaphone helps to communicate with rider prior to takeoff and give last minute instructions

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 10

⚠ WIND SPEED AND EFFECT ⚠

We are providing you with the following information to help you evaluate your current conditions before Kite tubing.

Wind speed(mph)	Wind effect
0-1	smoke rises vertically
2-3	direction of the wind shown by smoke drift, but not by wind vanes
4-7	wind felt on face: leaves rustle: ordinary wind vane moved by wind
8-12	leaves and twigs in constant motion; wind extends a light flag
13-18	raises dust, loose paper: small branches are moved
19-24	small trees in leaf begin to sway; crested wavelets form on inland waters
25-33	large branches in motion; whistling heard in power lines; umbrella difficult to use
34-40	gale
41-47	strong gale
48-55	storm
56-63	violent storm
64+	hurricane

WegoKiteTubeManual2006.qxd 11/10/05 6:34 PM Page 11

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: http://www.sportastuff.com

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

GeneralTowableManual2006.qxd 11/10/05 4:26 PM Page 1

SPORTSSTUFF

TOWABLE OWNER'S MANUAL

Important information is enclosed in this manual. Please read these materials prior to assembling and using this product. Keep for future reference.

For questions on assembly, parts or warranty, contact the experts at Sportsstuff. DO NOT RETURN this product to the store!

Contact us TOLL FREE: 888-814-8833 (USA) (8am-5pm, CST Monday-Friday)

Congratulations on your new towable purchase! Sportsstuff prides itself in making the most innovative inflatable products on the planet. Your high performance towable is designed to provide an exciting and unique riding experience for the whole family.

⚠ WARNING ⚠

To lessen your risk of serious injury or death, follow these rules:

- Not a lifesaving device. Never leave children unattended. Use only under competent supervision.
- Read the owner's manual carefully before using your Sportsstuff towable.
- Not for use by children under six (12) years of age.
- The watercraft driver is responsible for the towable and riders since the towable cannot be controlled by the rider(s). The rider(s) may not be able to see where he/she is going.
- Always have an experienced watercraft driver at the helm and always have three or more people present for safe tubing-one to drive the watercraft, one to observe and one or more to ride.
- Observer in the boat/watercraft should keep the driver aware of the towable rider(s) status.
- Always keep a lookout for other boats/watercrafts, swimmers, towables, and other obstructions in the water. Stay away from other boats and personal watercraft, docks, pilings, bridges, shallow water and the shore.
- The watercraft driver should avoid excessive speed or sharp turns which might cause the towable to flip over, resulting in serious injury to the rider.
- Never exceed 20 mph when towing adults or 15 mph with children.
- Use a tow rope specifically designed for the WEGO
- Never operate the boat/watercraft or ride the towable under the influence of alcohol or other drugs.
- Never place wrists or feet through the handles or towing harness.
- Riders should keep arms and feet out of the water.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average

tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not exceed 65 feet.
• The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
• Always wear a U.S. Coast Guard approved Type III (PFD) ski vest or as recommended by proper government authorities.
• Use this product only on water.
• Know your limits. Stop when you're tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable.
• Do not use this unit when it is under-inflated. The risks involved with this could include entrapment which may result in death or serious injury.

The manufacturer, Sportsstuff, Inc., does not have control over the use of this product and assumes no liability therein. Under no circumstances is Sportsstuff or the seller, liable for any loss, damage, injury or expenses of any kind arising out of the use of this product. It is the responsibility of the user to determine the proper suitability and safety of the product during normal use. This product is subject to age, wear and deterioration from use and weather conditions. We strongly recommend that you inspect the product on a regular basis.

REPLACING PRODUCT PARTS:

If a leak or problem is suspected with your tube, locate the valves,deflate the item and remove the inflatable PVC bladder to inspect possible problem areas. Contact Sportsstuff warranty department for prompt parts replacement if a problem is located. For non-warranty parts replacement, follow the same procedure. When a replacement is received, follow the steps below:

1. Unfold the cover and lay the bladder out.
2. Locate the bladder and the inflation valve. Carefully place the PVC bladder inside the cover of the product in the appropriate location.
3. Line up the valve with the valve opening in the cover.
4. Refer to the WEGO manual for further assembly information.

MAINTENANCE:

Very little care is required for the bladder or cover.
• You may clean your towable using soap and water or mild detergent.
• Never use strong cleaning agents.
• The towable, when clean and dry, can be deflated and stored in a cool, dry area out of direct sunlight.
• To deflate, simply unfasten the entire valve from the base.
• Avoid storing this product in areas of extreme temperatures and please take precautions against animals and rodents.
• Bright colored fabric covers used on the towable may bleed or fade when initially wet. Protect all boat interiors and all other surfaces from possible staining.

TOW ROPE RECOMMENDATIONS FOR SPORTSSTUFF PRODUCTS:

• The watercraft owner/operator is responsible for informing all the persons riding or using tow ropes of the WSIA Recommendations for tow ropes. Improper use of your tube and rope could result in serious injury or death.
• Following are the WSIA (Water Sport Industry Association) Recommendations for tow ropes (Do not exceed recommended rider capacity for your tube):

Number of Riders	Combined Weight of Riders	Rope Tensile Strength
One	min 100lbs - max 200 lbs	1500 lbs

- A standard tow rope should not exceed 65 feet.
- The tow rope should be assembled in a manner appropriate for the watercraft and tow tube.
- Please check all rope connections for frays, cuts, sharp edges, knots and wear and tear before each use. Discard any ropes that appear to be worn. It is recommended that you replace each tow rope at the beginning of the boating season.
- Tow ropes are subject to stretching during use. Please warn riders and persons in the boat/watercraft of the danger of ropes recoiling.
- DO NOT place arms, legs or head in the handle section as serious injury may result.
- Ensure that the tow rope is free from all body parts prior to towing a rider and while the tube is in use.
- Do not use a tow rope with a bungee material to pull skiers or riders. This type of apparatus could also result in serious injury or death to the tube rider or passengers in the boat/watercraft.
- Ropes will deteriorate with direct sunlight exposure. Please store away from direct sunlight and discard any rope that is frayed, discolored or raveling.
- Do not add hardware to this product that is not supplied by Sportsstuff.
- Avoid the propeller and engine at all times. Should the rope become tangled in the propeller, shut off the engine and remove key from ignition before retrieving rope from propeller.

⚠ WARNING! GENERAL USE AND SAFETY: ⚠

- When using a Sportsstuff product, you are engaging in an exciting recreational activity with inherent risks. Act responsibly and only use your product with the awareness of and willingness to accept the risks involved.
- Read all instructions and warnings provided to you in this owner's manual and those printed on the product. Do not discard this manual.
- As in any recreational activity, reckless use, misuse, inexperience and/or neglect of the proper equipment used may result in serious injury or death.
- Visually inspect the towable and tow rope before each use. Do not use if product or tow rope is damaged in any way.
- This product is NOT for use by children under 12 years of age.
- Never leave children unattended. Use only under competent supervision.
- Sportsstuff products are NOT to be used for rental use.
- Do not consume alcohol or other drugs while using this product. Even small quantities of alcohol and other drugs can impair judgment, balance, and coordination which can greatly affects one's performance.
- Make sure all riders are wearing a U.S. Coast Guard Type III (PFD) approved life vest at at all times.
- Be conscious of the weather conditions as weather changes can occur very quickly.
- Check with your state or local government to learn their specific legal requirements concerning towables and towing.
- Use tow ropes that are designed specifically for towables with WSIA (Water Sports Industry Association) break strength guidelines.

⚠ WARNING! BOAT DRIVERS NOTICE: ⚠

- The boat/watercraft driver has the ultimate responsibility for the safety of the riders.
- Carefully survey the water before you begin towing riders.

- Do Not pull a towable without a rider. A towable is designed to have a rider in order to balance the weight distribution of the product
- Be aware of water conditions along with changes in the weather. The condition of the water greatly influences the type of ride the rider will have. Please take into consideration the age and physical ability of your rider.
- It is the boat/watercraft driver's responsibility to instruct the riders how to ride a towable. The boat/watercraft driver should carefully instruct the riders of potential risks and possible injury that may occur if they partake in careless behavior.
- At the beginning of the ride, carefully take the slack out of the tow rope. Never jerk start a towable. After the rider has signaled that he/she is ready, the driver can slowly bring the towable to a planing point.
- Most towables will plane out at 10 to 20 mph, depending on the weight of the rider. It is important to keep the nose of the item up until the item is planing.
- The resistance of the product varies widely with these factors: boat speed, turns, water conditions, number of riders and their weight, towable size, shape and function. The boat/watercraft driver should adjust the boat speed to fit these situations to minimize resistance of the towable.
- Use in wide, open spaces. Stay at least 100 yards from shallow water, shore, rocks, boats, docks and buoys. Most accidents happen on turns and in congested areas.
- The boat/watercraft driver determines the speed and the action of the towable in turns and when crossing the boat/watercraft wake. In the straight-a-ways, the boat/watercraft towing speed is the same as the towable speed. The towable speed will increase when the boat/watercraft makes a 90 to 180 degrees turn without increasing the boat/watercraft speed. If the boat/watercraft speed is 20 mph, the towable speed can be 30-40 mph. The "slingshot effect" sends the user outward from the center of the towable. Be aware of the limitations of the rider.
- Large wakes combined with the wave action and speed can contribute to a rough ride. Use a safe speed that enables the towable to plane out. The boat/watercraft driver should adjust the boat/watercraft speed and turns to fit the water conditions and the age, experience, skill and physical strength of the rider.
- Excessive speed or sharp turns might cause the tube to flip over abruptly, possibly causing serious injury to the rider.
- If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
- Under normal conditions, the maximum safe speed for adults is 20 mph. Safe speeds for children are less than 15 mph, depending on the age and physical capability of the child.
- Please make sure your boat/watercraft is tow-worthy and has the appropriate horsepower to pull rider(s) and the tow tube. Do not exceed the boat/watercraft passenger capacity.
- Extreme drag forces can develop when pulling this tube. Please use towable in calm water. Heavy waves or choppy conditions can create more drag or even result in a submarine or anchor effect.
- Extreme drag forces may also result if: the rider(s) fall off, the tube noses in or tips over and water fills cockpit/seating area. The boat/watercraft operator should immediately slow or stop to eliminate this factor.
- Death or serious injury can result from the submarine or anchor effect causing more extreme drag forces on the tow rope and/or tow point. The tow rope might have too much stress and either break and snap back at the rider(s) or other occupants of the boat. It is the boat driver's responsibility to make sure this does not occur.

• Do not exceed the weight guidelines of your boat. Do not allow passengers to hang outside the boat or side on the gunwales (sides/edges of the boat) outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales (sides/edges of the boat) of the boat.

⚠ WARNING! BOAT OWNERS WITH HIGH TOWER AND PYLONS ⚠

• Tow/Ski towers are not designed for use with any inflatable tube towing.
• Use only lifting eyes/transoms or tournament-rated ski pylons for towing tubes.
• Consult your boat's manufacturer if you are unsure of it's tournament rating.
• Do not tow any inflatable from a ski eye.
• Any tow pylon or ski pylon installed after market is not intended for inflatable tube towing.
• Death or serious injury may result if an unapproved ski/tow pylon is used.

⚠ WARNING! SPOTTERS NOTICE: ⚠

• Always use a spotter (observer) in the boat to communicate the needs of the rider to the driver.
• The spotter must be the eyes of the driver and the rider, always alert to recognize possible danger so proper action can be taken to avoid any risk to the rider.
• If the towable overturns, the boat/watercraft driver should not exceed 5 mph until the towable is upright again.
• The spotter should hold up a safety flag cautioning all other boaters that riders are in the water.

⚠ WARNING! RIDERS NOTICE: ⚠

• Do not use this items as a personal flotation device.
• Do not exceed the manufacturers recommended number of riders for your particular tube.
• Use a tow rope of at least 1500 lbs average tensile strength for pulling a single person, 2375 lbs average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling three people and 4100 lbs average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 45 feet in length but not to exceed 65 feet.
• Only use this product with a responsible boat/watercraft operator who knows how to effectively operate the equipment.
• This product should be used in water only. Do not launch from dock or land.
• Do not use near piling, docks, shores or shallow water or other obstructions that could cause serious injury to the rider.
• Carefully instruct the other riders the proper way to attach rope and operate the towable.
• DO NOT strap or attach arms or legs to cover or tube. Never place hands or feet in between the tube or cover.
• This item has no braking or steering mechanism and can develop high speeds under certain towing conditions. Use at your own risk!
• This product is not a life saving device.
• Take necessary breaks when you are tired.
• Never get near the propeller with the engine running, even if it is in neutral.

GENERAL TROUBLE SHOOTING GUIDE:

Symptom: Product won't hold air.
Solution: Check to see that the valve is fastened properly. Re-fasten valve if needed. Check to see if the product was inflated fully from the beginning. If you suspect it wasn't inflated fully, add more air. PVC Repair Adhesive is available from Sportsstuff at www.sportsstuff.com or 888-814-8833 for small hole or seam repairs.

Symptom: Valve is leaking
Solution: Listen closely to hear if air is leaking. Be sure the valve and cap are screwed in or fastened straight and are tight. Leakage can occur if the valve is not fastened correctly.

Symptom: Product inflates but doesn't become firm.
Solution: Please check to make sure it was inflated firmly with a high volume air pump. If you are sure you inflated it properly, fully assess it for a leak or re-fasten the valve. If a leak is detected, the bladder may be patched by using Sportsstuff PVC Adhesive which can be purchased directly from Sportsstuff.

Symptom: Cover is very loose (Applies only to products with covers).
Solution: Please check to make sure that your product is inflated fully and the tube is in place. The cover should fit snugly over the well-inflated tube. If the cover remains loose, add more air. See also the INFLATION section of this manual.

WARRANTY POLICY:

Sportsstuff warrants, to the original purchaser only, that their high performance products, when used for normal recreational purposes, are free from defects in material and workmanship for a period of ninety (90) days from the date of purchase. This warranty does NOT cover: products for rental, for hire and other uses not considered for normal recreational purposes; nor punctures, cuts, abrasions in normal use. For prompt parts replacement or warranty issues, contact Sportsstuff directly at 888-814-8833. Replacement parts are shipped within 48 hours of notification Monday through Friday. Do not return to your dealer (USA ONLY). This warranty is only valid in the USA.

If you have any questions about any Sportsstuff, Inc. product, replacement parts or locating a dealer in your area, contact us at:

Sportsstuff Inc.
11213 E Circle Suite A
Omaha, NE 68137
Toll Free: 888-814-8833
Tel: 402-592-9085
Fax: 402-592-1354
E-mail: customercare@sportsstuff.com

Warranty registration is available on-line at: http://www.sportsstuff.com

Prior authorization is required for returned merchandise. No credit will be given for a product that is sent back without prior authorization from Sportsstuff, Inc. After receiving an authorization number, please ship returned products to the following address:

Sportsstuff, Inc. Return Center
11213 E Circle, Suite A
Omaha, NE 68137
(Please label package with RA #)

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements or risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it.

To increase your enjoyment of the sport follow the "Watersports Responsibility Code".

It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and proper use of the equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings swimmers or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for your ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Not operate watercraft, ski or ride under the influence of alcohol or drugs.

Water Sports Industry Association

Warnings

and

Guidelines for Use

September 2004

TABLE OF CONTENTS

SECTION 1	SKIS	
TAB 1(A)	SKI: ON PRODUCT WARNING	1
TAB 1(B)	HIGH PERFORMANCE SKI BINDING: ON PRODUCT WARNING	2
TAB 1(C)	OPERATOR'S MANUAL: SKI AND BINDING	3
SECTION 2	WAKEBOARDS	
TAB 2(A)	WAKEBOARD: ON PRODUCT WARNING	7
TAB 2(B)	HIGH PERFORMANCE WAKEBOARD BINDINGS: ON PRODUCT WARNING	8
TAB 2(C)	OPERATOR'S MANUAL: WAKEBOARD AND WAKEBOARD BINDING	9
SECTION 3	KNEEBOARDS	
TAB 3(A)	KNEEBOARD: ON PRODUCT WARNING	13
TAB 3(B)	KNEEBOARD STRAP: ON PRODUCT WARNING	14
TAB 3(C)	OPERATOR'S MANUAL: KNEEBOARD	15
SECTION 4	ROPES	
TAB 4(A)	SKI TOW ROPE: ON PRODUCT WARNING	18
TAB 4(B)	ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING	19
TAB 4(C)	OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE	20
SECTION 5	INFLATABLE TUBES	
TAB 5(A)	INFLATABLE TUBE: ON PRODUCT WARNING	24
TAB 5(B)	OPERATOR'S MANUAL: INFLATABLE TUBE	26
SECTION 6	WAKESURFER	
TAB 6(A)	WAKESURFER: ON PRODUCT WARNING	30
TAB 6(B)	OPERATOR'S MANUAL:WAKESURFER	31

TAB 4(B) -- ROPE FOR TOWING INFLATABLE TUBE: ON PRODUCT WARNING

[In the following warning, fill in the appropriate information for the strength of the rope.]

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.]

MANUFACTURER'S GUIDELINES FOR USE

1) The warning is FOR USE ON ROPE FOR TOWING INFLATABLE TUBE.

2) Warning should be securely attached to the tow rope within six feet of rope where it attaches to inflatable tube. Warning should be attached in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen by user prior to use.

7) Manufacturer should list on the tube rope packaging and in the instructions the maximum number of riders intended for towing using this tube rope, and list the average tensile strength of the rope.

8) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

TAB 4(C) -- OPERATOR'S MANUAL: SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE:

SKI TOW ROPE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/kneeboards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

[In the following warning, fill in the appropriate information for the strength of the rope.]

ROPE FOR TOWING INFLATABLE TUBE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope and connector before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Breakage can cause rope to snap back and may hit the occupants or user, which could result in injury.
4. This rope is intended only for towing up to a maximum of ____ [one, two, three, four] people or ____ [170, 340, 510, 680] pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

SPECIAL MANUFACTURERS INSTRUCTIONS: [Insert appropriate number of people and corresponding weight for ropes you are selling.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- It is the responsibility of the watercraft owner/operator to know and inform all persons riding or using tow ropes of the information presented herein. Unsafe operation by watercraft driver will endanger you and others.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs average tensile strength for pulling

for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.

- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.
- Check the rope, handle, and/or connectors for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks which can cause rope to snap back and may hit the occupants of the watercraft which could result in injury or death.
- Never put arms, legs or head in the handle section, since injury or death may result. Never wrap rope around any part of your body prior to or during use or when retrieving rope.
- Do not use a tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or occupants of watercraft.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The product should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling. Some chemicals may affect the rope. If the product become tacky or changes color or appearance, do not use.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales outside the normal seating area of the boat. Uneven weight distribution or additional weight

may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should be **PROVIDED TO THE PURCHASER OF A SKI TOW ROPE AND ROPE FOR TOWING INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

1652

TAB 5(A) – INFLATABLE TUBE: ON PRODUCT WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal floatation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

MANUFACTURER'S GUIDELINES FOR USE

1) This warning is FOR USE ON TOWABLE TUBES.

2) Warning should be securely attached to (or printed on) the tube or surrounding skirt in a manner that should be resistant to degradation caused by sun, salt, gasoline, abrasion, etc.

3) Use only an easily readable font style. See ANSI Z 535.4.

4) Use only highly contrasting colors. See ANSI Z 535.4.

5) Warning should be "boxed" and "headlined" WARNING, with an orange background behind the upper "Warning" Box. See ANSI Z 535.4.

6) Warning should be placed in a conspicuous location so that there is a likelihood it will be seen prior to use.

7) Printed material such as in an Operator's Manual that includes the warning does not need to have the orange color in the upper box.

SPECIAL MANUFACTURING INSTRUCTIONS

8) Manufacturer should list on the packaging and in the instructions the maximum number of riders recommended for the product, and the average tensile strength of the rope necessary for pulling the tube and its rider(s).

[Insert appropriate number of people for this tube, corresponding average weight for the people, and the average tensile strength of the rope required in the following message which should appear on the packaging.]

Number of Riders	Average Weight of Riders	Average Rope Tensile Strength
One	170 Lbs.	1500 Lbs.
Two	340 Lbs.	2375 Lbs.
Three	510 Lbs.	3350 Lbs.
Four	680 Lbs.	4100 Lbs.

⚠ WARNING

Use of this product and participation in the sport of tubing involves inherent risks of injury or death. Before using this tube, read the owner's manual carefully.
This tube is designed to carry no more than ____ persons or _____ lbs.
Use a tow rope of at least ____ lbs. Average tensile strength for pulling this tube and its rider(s).
The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

This information is presented as guidelines for manufacturers and suppliers to inform users. Due to the unique design or proprietary style of some devices or sporting equipment, changes to the document(s) may be necessary in word content. This will prevent conflict of statements and permit new innovative changes and designs to products, while still following the intent of the message.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

1654

TAB 5(B) -- OPERATOR'S MANUAL: INFLATABLE TUBE

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceed skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of at least 1500 lbs. average tensile strength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling for three people and 4100 lbs. tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

PRODUCT INSTRUCTIONS AND WARNINGS

Watersports can be safe and fun for all levels of enthusiasts. The Operator's Manual is presented to enhance your enjoyment of the sport. It is intended to alert you to some of the potentially dangerous conditions that can arise in all watersports.

To reduce the risk of injury or death, follow these guidelines:

- Carefully read this manual and follow the instructions.
- Only use your tube with a responsible watercraft operator who knows how to operate a watercraft properly.
- Take all reasonable precautions in the use and operation of your tube and boat.
- Teach anyone using your tube how to attach it to the rope, how to ride it, and how to maintain it.
- Use a single tube for not more than one rider and no more than two riders for a double tube. Do not exceed the manufacturer's recommended number of riders for your particular tube.
- If the tube is designed for more than one person, take extra precaution to avoid colliding with one another.
- The stress on the rope is different from the stress on the tube, and will vary with the weight of the passengers, design, and surface area of the tube.

- Never strap or attach anyone to the tube or cover. Never put your feet or hands through the strapping of the towing system or handles. Never wedge your hands or feet under the cover or between the cover and the tube.
- Never attempt jumps or dangerous tricks with your tube. If more than one tube is being towed, avoid collisions with other tubes.
- Scout the area before use to avoid any debris or obstacles that might present a safety hazard.
- Know your own limits. Stop when you are tired. Act responsibly. Be in good physical condition and be cautious in your use of this or any other towable tube.
- Check the rope and connector for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks.
- Do not use tow rope with elastic or bungee material to pull skiers or riders. Such an addition can break or stretch which may lead to injury of users or boat occupants.
- Rope is subject to deterioration when exposed to direct sunlight. The life of the product will be extended when stored away from sunlight.
- The tow rope should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wearing, fraying or raveling.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.

WATERSPORTS SAFETY CODE:

Watersports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the driver as an observer.
- Skier/rider, observer and driver must agree on hand signals.
- Never start out until skier/rider signals he/she is ready.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider. Consult your boat Owners Manual, or the United States Coast Guard's website: www.uscgboating.org for more information on how to help protect others and yourself from the dangers of CO poisoning
- Use caution and common sense.
- Do not exceed the weight guidelines of your boat. Only use water ballast and people for additional weight. Do not allow passengers to hang outside the boat or sit on the gunwales

outside the normal seating area of the boat. Uneven weight distribution or additional weight may affect the handling of the boat. Never allow water to overflow the gunwales of your boat.

Your equipment and your tow rope:

- Inspect all equipment prior to use. Check bindings, fins, tube and attachment point, and flotation device prior to each use. Do not use if damaged.
- Always wear a U.S. Coast Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders, skiers and occupants of the danger of rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit, or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure tow rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When you ski or ride:

- Attempting land or dock starts can increase the risk of injury or death. USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and skier/ rider before starting. Sudden shock loads may cause injury to skier/rider or failure of rope, resulting in snap-back or breakage.
- Do not ski or ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and skier/rider must watch for and be able to stop or turn to avoid obstacles.
- Always ski or ride in control and at speeds appropriate for your ability. limits. Do not ski or ride over ramps or jumps without prior instruction.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a skier or rider is in the water.
- Driver must use extra caution approaching a fallen skier/rider and keep eye contact on fallen skier/rider at all times.
- Put the boat in neutral when near a fallen skier/rider. Turn the engine off when people are getting into or out of the boat, or in the water near the boat.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.

THE WARNINGS AND PRACTICES SET FORTH ABOVE IN THE WATERSPORTS SAFETY CODE REPRESENT SOME COMMON RISKS ENCOUNTERED BY USERS. THE CODE DOES NOT PURPORT TO COVER ALL INSTANCES OF RISK OR DANGER. PLEASE USE COMMON SENSE AND GOOD JUDGMENT.

Please contact us if you have any questions on the proper selection, function, or safe use of this product.

MANUFACTURER'S INSTRUCTIONS

The information above should **BE PROVIDED TO THE PURCHASER OF AN INFLATABLE TUBE** at the time of sale. The specific type of delivery vehicle (*i.e.* warranty card, release form, etc.) is to be at the option of each manufacturer.

Manufacturer should supply address information including mailing address, phone, email, and toll free numbers if available in the Operator's Manual.

1658

ON TUBE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

- Do not use at speeds that exceeds skills of the rider. Boat speed should never exceed 20 mph for adults and 15 mph for children.
- This product should never be used by children except under adult supervision.
- This is not a personal flotation device.
- Always wear a U.S. Coast Guard approved Type III (PFD) vest.
- Never place wrists or feet through handles or towing harness. Ensure tow rope is clear of all body parts prior to or during use.
- Rider should keep feet out of the water.
- Watercraft driver is responsible for the ride since the tube cannot be controlled by the rider. Always have a person other than the driver as an observer.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly resulting in serious injury to the rider.
- Do not tow in shallow water or near shore, docks, pilings, swimmers or other boats.
- Do not exceed the manufacturers recommended number of riders for your particular tube.
- Use a tow rope of 1500 lbs. average tensile dtrength for pulling a single person, 2375 lbs. average tensile strength for pulling two people, 3350 lbs. average tensile strength for pulling three people and 4100 lbs. average tensile strength for pulling four people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not operate watercraft, or ride under the influence of alcohol or drugs.
- Read Operator's Manual before use.

Photo #1: Water Sports Industry Association warning on regular tubing

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing a single person on water skis, wake/knee-boards, or barefooting. Any other use may cause rope failure.
5. Read Operator's Manual before use.

ROPE WARNING

⚠ WARNING

Use of this product and participation in the sport involves inherent risks of injury or death.

1. Inspect rope, handle and connectors before each use. Do not use if damaged.
2. Make sure rope is not wrapped around part of anyone's body during use.
3. Rope stretches during use. Sudden release of handle can cause rope and handle to snap back and may hit the occupants or user which could result in injury.
4. This rope is intended only for towing up to a maximum of ___ (one, two, three four) people or ___ (170, 340, 510, 680) pounds on an inflatable tube. Any other use may cause rope failure.
5. Read Operator's Manual before use. Do not remove warning.

TUBE ROPE WARNING

Photo #2: Water Sports Industry Association rope and tube rope warnings

Glen Canyon NRA
Determination of Public Access or Restriction

Affected Area/Topic Common Name:

A restriction concerning kite tubing, kite boarding, and parasailing.

Location of Affected Area:

All waters, air, and land areas of Glen Canyon NRA.

Nature of Action/Restriction/Closure:

A general restriction specific to recreational activities commonly referred to as kite tubing, kite boarding, and parasailing. This restriction applies to any activity requiring a tow vessel for the purpose of sustained air travel above the water surface, and any water based recreational activity that relies on tethered parafoils, parachutes, kites, wings, or other tethered apparatus for propulsion across the water surface resulting in sustained air travel. This restriction is not intended to limit or curtail activities associated with conventional recreational pursuits including sailing, sail boarding, water skiing, knee boarding, or wake boarding.

Level of Scope of Closure/Restriction:

This is a general restriction specific to all waters and areas within Glen Canyon NRA to specific recreational activities known as kite tubing, kite boarding, and parasailing.

Proposed Regulatory Language (36 CFR section/wording):

36 CFR 1.5 (a)2

Kite tubing, parasailing, and similar activities requiring a tow vessel or tow vehicle for the purposes of providing air flight of participants and/or apparatus are prohibited within the boundaries of Glen Canyon NRA. Kite boarding, kite surfing, and similar tethered activities requiring a parasail, kite, wing, or similar tethered apparatus attached to the participant or floatation device, for the specific purpose of providing propulsion or air flight are prohibited.

Definitions:

Kite tubing is a generic term used to describe certain water based recreational pursuits involving the use of tethered floatation devices designed to rise above the surface of the

water. This term is used to describe recreational activities associated with the use of manufactured devices such as the WEGO "Kite Tube", SEVYLOR "Manta", and similar apparatus.

Kite boarding is a generic category of recreational activities associated with floatation devices designed for water and air travel propelled by tethered parafoils, parachutes, wings, kites, or other similar apparatus.

Parasails are a generic family of devices dependent on parafoils, parachutes, wings, or similar apparatus towed by vessels with long tow lines for the purposes of sustained air travel.

Justification:

In April of 2006 the first observation of kite tubing was made at Glen Canyon NRA. This observation was made secondary to a call for EMS intervention to rescue a severely injured man who had been crushed by a Kite Tube inverting and crashing. This person suffered severe trauma to their neck and chest resulting in a near drowning incident. This incident was documented in CI# 06 0297. Since this first accident three other severe injuries,(CI# 06-941, 06-1301, 06-1334), and multiple minor accidents attributed to kite tubing have occurred within the recreation area. Glen Canyon staff have air lifted 4 patients from the lake, with three suffering life threatening injuries. Subsequent viewings of various kite tubing promotional materials indicates a steep learning curve for the "operator" to establish the correct balance and steering to keep the kite tube from veering violently from side to side and/or up and down. The manufacturer's videos show sequences where the kite tube appears to be primarily out of control. In addition numerous personal videos of actual accidents have been recorded and collected showing the unpredicted violent out of control nature of this activity. Due to the unpredictable nature of the crafts "flight", it is dangerous and inappropriate to permit this activity to occur in proximity to other visitors recreating on the lake, nor is it prudent to allow an inherently unstable and dangerous activity to establish a user/participant precedent.

Kite tubing presents many of the same risks as "cliff jumping" which is a prohibited activity in the NRA. Kite tubes have the potential to rise to 60' above the water surface while traveling at speeds of 35-40 mph. Because of the uncontrolled nature of kite tube falls or crashes, the "operator" often impacts the water surface at high speeds, near vertical angles, and unusual body positions, significantly increasing the risk of injury. (See attached list of case incidents.)

Kite boarding represents a separate, but similar, set of risks and dangers to visitors at Glen Canyon NRA because of the basic uncontrolled nature of the kite board and the attached operator which is dependent on wind to provide lift and propulsion. Kite boarders are dependent on air movement and have little control concerning the general direction of travel, which may interfere with other visitors engaged in traditional water recreation activities such as sailing, water skiing, fishing, etc. In addition the lines and

cables attaching the kite boarder to the parafoil or wing pose potential safety concerns to other boaters or park visitors that may be struck or collide with these lines. Kite boarding, due to the generally uncontrolled speed and direction of travel of the kite board, requires large, open, and empty expanses of water, which often is not available at Glen Canyon NRA because of competing visitor uses.

Parasailing also represents potential risks and dangers to parasailing participants as well as other park visitors. Parasailing requires extremely long lines, often in excess of 1000', generally straight line boat travel, and large open spaces of shoreline or water surface for landing, which increases the risk of interference or collision with other park visitors. Because the parasail tow boat requires sustain forward momentum to keep the parasailer air borne, it is extremely difficult for the tow vessel to maneuver or stop quickly to avoid other vessels or water hazards. The NRA has responded to calls for emergency assistance and rescue services because of serious injuries sustained in parasailing accidents. (See attached list of case incidents.)

Kite tubing, kite boarding, and parasailing are incompatible with the current spectrum of permissible recreational opportunities available at Glen Canyon NRA. While Lake Powell offers what appears to be a vast expanse of open water and endless space, impacts and conflicts among various user groups occur frequently due to the relatively restricted water channels and high level of visitor use. Kite tubing, kite boarding, and parasailing require large amounts of space and unpopulated surface waters and have the potential to disrupt established recreational pursuits. Kite tubing, kite boarding, and parasailing may require long tow ropes, large open water surfaces for takeoffs and landings and, because of their air borne attachments can not maneuver or stop abruptly. To avoid inevitable accidents caused by kite tubing, kite boarding, and parasailing, as well as conflicts and accidents involving traditional park user groups not accustomed to the special operational needs of these dangerous air borne activities, the NRA has chosen to prohibit kite tubing, kite boarding, and parasailing.

(SEE ATTACHMENTS & DATA FILES)

NEPA, Cultural Resources Requirements:

None Required.

Proposed by: Mark Law, Law Enforcement Specialist, GCNRA

Proposal Implementation Date: 6-15-06

Method of Public Notification:

Notification of this closure restriction pertaining to towed aerial watercraft will be made through local and regional media services, park publications, park web-site, and posted on area information bulletin boards. (See attachments.)

Reviewed By: Mike Mayer **Date**
Chief Ranger Visitor and Resource Protection

Determination: **Adopted** **Rejected**

Kitty L. Roberts **Date**
Superintendent
Glen Canyon National Recreation Area