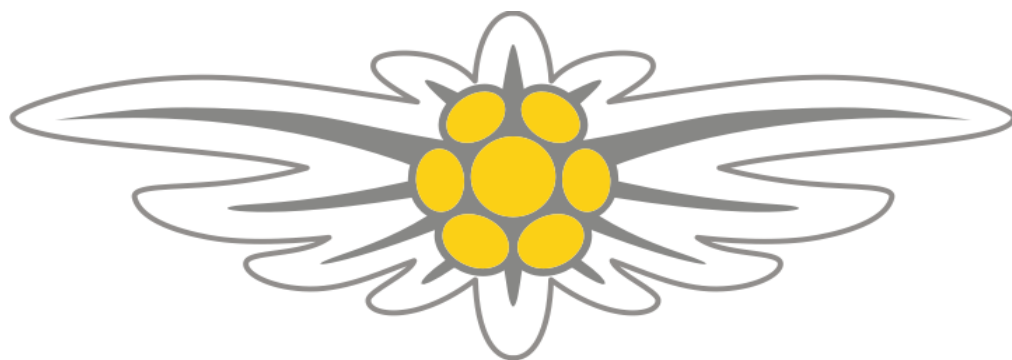


SPEED UP

MANUAL

Version 1/ 2014 ©



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PARAGLIDERS

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Verification of Checks and repairs

<p>SPEEDUP</p> <p>Serial number:</p> <p>First check by ICARO / date:</p>	<p>.....</p> <p>Name/ Stamp</p>
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Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date
Measured porosity data	Measured data of the lines	Estimated condition optical: technical:

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Congratulations on buying your
SPEEDUP
and welcome to the family
of ICARO - pilots!

Before you get to know your glider please read the manual, there are any important items.

The wing loading has a certain influence on the pilots requirements: If you fly the wing with less wing load it will be less demanding than if you fly it on top of the weight range.

The small size of the **SPEEDUP** and thereby the high wing loading make certain demands for the pilot. The glider is very predictable in its reactions but sometimes it requires fast and sensitive brake inputs.

Therefore the pilot should already have certain "reflexes" from flying other wings. The **SPEEDUP** is not a glider for aerobatics because there are different materials and characteristics to an aerobatic- glider.

Therefore ***aerobatics with the SPEEDUP is forbidden.***

Your **SPEEDUP** is not pattern tested, has no certification, is not suitable for training, valid using any harness which has been categorized by "GH" and allowed for towing.

The glider may be only used for those purposes described in this manual.

- ***It is strictly prohibited to fly the SPEEDUP***
 - ***under the influence of drugs or alcohol,***
 - ***in insufficient experience or training of pilots,***
 - ***without guilty license,***
 - ***beyond the minimum and maximum recommended Take Off-Weight,***
 - ***with damaged glider, lines, risers or harness***
 - ***in the rain, in snow, in the clouds and fog and in turbulent weather conditions,***
 - ***with motor drive for tandem- flying and in aerobatics.***

If you cannot keep your glider under control use the rescue system in good time. Always pay attention to ground distance.

Our products are made with great care and state of the art. Each paraglider before it is delivered to the dealer or flight school is checked by ICARO paragliders but test flights are made only on a random basis.

On that score an approved ICARO dealer or teacher of the flight school must inflate a new ICARO paraglider in the wind or should carry out the first flight before the wing is handed over to you.

This date is entered in the identification plate and as well guarantee as the first 2-year-check period starts.

The use of this paraglider is entirely at your own risk. Every pilot bears the responsibility of his/her own safety.

In order to get to know your glider, we recommend that you practice with your glider on the ground. Pulling up in flat gradients is great practice for fine tuning your launch techniques. Here you can get to learn the reactions of your glider without any stress and hectic. Ground practice pays off in the air.

All technical data and instructions were drawn up with great care. ICARO paragliders cannot be made responsible for any possible errors in this manual.

Important information in this manual is written in ***fat cursive writing***.

Any important changes to this manual will be published in our homepage (www.icaro-paragliders.de).

Should you decide to sell this glider at a later date, please pass on this manual to the new owner.

Each alteration of the glider (lines, canopy, riser) is dangerous an reactions of the glider are not predictable. Your glider will loose its pattern test result and guarantee.

The manufacturer or distributor assumes no responsibility for accidents occurring while using it.

Every pilot must ensure that the paraglider is properly checked at regular intervals.

This paraglider is not covered by product liability insurance.

Environmental aspects:

The materials of which a paraglider is made require a special waste disposal. So please send disused gliders back to us. We will care about a professional waste disposal without costing for you. Please do our nature-near sport in a way which does not stress nature and environment! Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

Especially at the launch site consideration is needed!

To get to know your **SPEEDUP**

Canopy

The canopy is made of synthetic fabric with different strengths where a reinforced thread-net is woven in, which stops the fabric from further tearing and is increasing the firmness at the seams and has sticks for an optimized geometry of the canopy. The coating makes the fabric water-repellent, UV-stable and air-impermeable. Between the single groups of main lines are taut ribbons sewn in, which are regulating the tension of the sail. On the entry- and trailing-edge of the canopy a special ribbon with low elongation is sewn in, which offers a cunning, by our design-software calculated, tension-distribution along the canopy.

Lines

Depending on the line level, we use different line diameters. The complete geometry of the lines is shown on the single line plan, which you find in the annex of the manual.

The end control of all line lengths is documented for all paragliders produced by ICARO paragliders. The complete geometry of the lines is shown on the single line plan, which you find in the annex of the manual.

The length of the steering lines is set correctly at the factory and should not be changed. The improper adjustment of the steering lines can cause severe changes to in flight behavior.

Risers

The Glider has 3 fold risers with separated A-risers and an acceleration system which will be activated with a foot bar. The risers are signified. The main break line comes through a return pulley, the handle of the main break line is mounted on the C- riser. The acceleration system is mounted on the A-riser.

To fix it with the foot bar you must connect the brummel hooks of the foot bar with the brummel hook of the acceleration system.

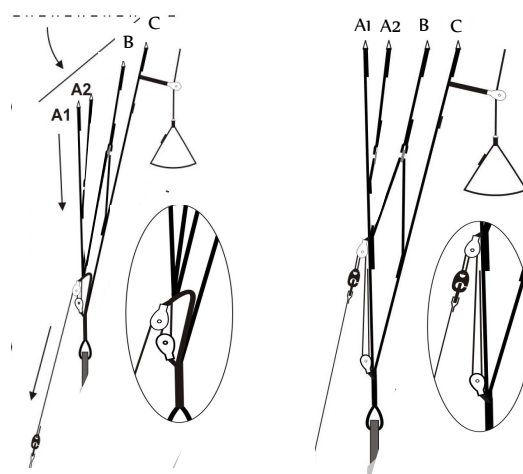


How to vary the trim of the glider

SPEEDUP has an acceleration system which will be activated with a foot bar.

When flying normal all risers have the same length. When using the accelerator system the risers are shortened by a constructive exactly defined length. Therefore the angle of attack of the canopy is smaller and speed increases.

The length of the accelerator is adjusted to the left and right of the foot pedal so that when your leg is fully extended, then the acceleration is at maximum – both rollers are touching.



Please pay attention that the glider will not be pre-accelerated, while the accelerator is loosened, when the acceleration ropes are set too short.

The more turbulent the weather conditions and when near the ground, the less acceleration should be used. Using the accelerator decreases the angle of attack and can make the glider more prone to collapse.

Do not use the acceleration system and brakes at the same time! It is very dangerous to use both simultaneously as it can result in serious collapses.

Flying with the **SPEEDUP**

Harness

The **SPEEDUP** is useable with harnesses GH type. Practically all modern harnesses are GH type harnesses. Older harnesses with fixed cross belts (GX type) are not certified and should not be used.

The adjustment of the harness chest strap controls the distance between karabiners and affects the handling and stability of the glider. Excessive tightening the chest strap increases stability but also the risk of twists following glider collapse, and it also increases the frequency of getting collapses due to poor feedback from the glider.

The risk of twisting is also strongly affected by the seating position of pilot. Flying in a laid back (reclined) position makes it much more difficult to react in time to prevent riser twisting. With the chest strap in a more closed position the glider also has more tendency to maintain a stable spiral, lengthening of the chest strap gives more feedback from the glider but decreases stability.

Flight preparation

- Whilst unfolding your paraglider check the canopy and cell walls for damage. Always take into consideration that the paraglider may have become damaged during transportation.
- Check the lines for knots, twisting and damage, the brake lines for knots, kinks and their symmetric. Loose or incorrect brake knots can cause serious accidents through loss of the steering of the glider! The correct length of the main brake line must not be altered.
- Separate the line groups carefully and bring the risers in order. All lines must run freely from harness to canopy. It is equally important that the lines are unhindered and cannot get caught up during the launch.
- Check your harness and make sure that all connections to pilot are correctly closed. Check that all karabiners are closed and can not be opened accidentally in flight, the risers are not twisted.
- Check canopy (all cells are open), wind direction and airspace.

Launch

The most important thing during the take-off is, like at all other gliders too, not the force but the constancy of the pull. At the start we advice to fix the accelerator with the Velcro which is attached at the front of the sitting board, in order to avoid tripping while pulling up the glider or when starting up.

Hold the inner A-risers and the handles of the brakes and use progressive pressure on the A-risers and the energy of your own body weight until the wing is fully inflated overhead. The canopy is inflated quickly.

When there is no pull from the lines use slight pressure on the brake. After a few accelerating steps and at the same time let go of the brakes gently, you will take off. Then use slight pressure again on the brakes to fly at a speed with minimal sink rate.

When there is strong wind the reverse launch technique is recommended. Holding the brakes, turn around to face the wing passing one set of risers over your head as you turn. We suggest building a "wall" by partially inflating your glider on the ground, thus sorting out the lines thoroughly.

Check the airspace is clear and gently pull the glider up with inner riser. When the glider is overhead, check it gently with the brakes, turn and launch. In stronger winds, be prepared to take a couple of steps towards the glider as it inflates and rises.

SPEEDUP is allowed for towing.

Active flying

We advise you to apply the brakes at all times whilst flying in turbulences. You hereby increase the opening angle and the wing is more stable. At the same time the pilot has a better feeling for the canopy via the brakes. When flying into strong thermals please pay attention that the canopy does not remain behind the pilot.

This is avoided by releasing the brakes when entering an up-wind to increase speed. Vice versa the glider must be slowed down with the brakes if the canopy falls before the pilot when entering a down-wind or exiting a thermal. We recommend increasing speed when crossing a downwind or during headwind.

This type of flight technique is called "active flying". The pilot may roll his body with weight shift to move with the glider when the glider rolls to the right or left. These subtle adjustments keep the glider flying smoothly.

The more turbulent the weather conditions and when near the ground, the less acceleration should be used. Using the accelerator decreases the angle of attack and can make the glider more prone to collapse.

Do not use the acceleration system and brakes at the same time! It is very dangerous to use both simultaneously as it can result in serious collapses.

The **SPEEDUP** aims to different types of pilots. On the one hand we want to approach para-alpinists who are looking for superior launch behavior, for light-weight, and for high performance at high speed. These qualities are also interesting for pilots who are looking for a agile soaring-glider which can be flown at higher wind speeds, than a normal paraglider. Short brake travel, dynamic reactions and little dampening along all 3 axis require a great deal of feeling and experience from the pilot. Considering the small size, the **SPEEDUP** offers well manageable collapse behavior. The biggest advantage is that the wing is very stable in turbulences, due to the high wing loading.

Turning

A combined steering technique is suitable for every situation. The **SPEEDUP** is very agile and reacts to steering impulses quickly and directly. Strong, one sided pulling of the brakes brings the glider into an obvious side angle and the glider flies fast steep curves until spiral dive begins.

If the brakelines are pulled too fast or too far the glider will be stalled!

A one-sided stall is signaled clearly by: The curves inner side of the wing is getting soft, and nearly stops. In this case you have to release the brake line!

Landing

The **SPEEDUP** is faster than gliders with normal sizes but also easy to land. Always stand up in the harness in the landing position very early in order to be able to react as fast as possible to sudden events. Give yourself plenty of options and a safe margin of error. Set up your final landing leg to face into the wind to minimize groundspeed. If you leave the inflated leading edge bang on the ground, this can cause the cell walls to burst!

Do not brake it too much, to avoid a stall of the glider in this very low altitude! Do not reduce height by “pumping” with the brakes.

Descent Techniques

Training of descent techniques and simulation of flight incidents (SFI) should only take place at professional safety training seminars with professional trainer and only while flying over water.

Before inducing any exercise control the airspace beneath.

During the exercises stay in contact with the canopy.

If the glider is out of control, use your reserve parachute.

Fullstall, negative spin and wingover more than 90° are aerobatics and during normal air traffic forbidden.

Big Ears

Only take the outer line of the A-risers in your hand, without releasing the brakes and pull down leaving it run through your hands (use gloves!). Sink ride increases but not the forward speed. If you use the acceleration system then higher sink speeds can be achieved. Reopen the wing by pushing up with your hands and if necessary then pump the brakes with short symmetric movements. For directional control while using the big ears, you should use weight shift. Using acceleration system during this exercise helps reduce these negative risks.

Never attempt tight turns or spirals with Big Ears, as the A-lines will be over stressed.

B-Line-Stall

The **SPEEDUP** is a very agile glider with high trim speed. Therefore spiral dive is the most effective method to reduce flight level. B-Line-Stall is not so effective, furthermore stresses the material of the glider and reduces operating life of the canopy.

To enter and hold a B-line-stall requires considerable strength. It is very dangerous performing a B-line-stall incorrectly and following errors must be avoided:

- pulling too far on the B-line-stall aid, so that the A-lines are pulled too, and using brakes during or directly after exiting,
- exit is too slow,
- releasing the B-line-stall aid without simultaneously pushing up with your hands

- Brakes must not be shortened by twisting around your hand during the exercise.

Spiral Dive

To initiate a spiral dive, look in the direction you want to go, roll your body weight in that direction and at the same time smoothly pull down on the inside brake. The **SPEEDUP** will start to turn, and then drop into a spiral. To keep the wing under control you must pull and release the inside brake. Exit slowly. Bring your body weight back to a neutral position and as soon as the wing levels out, apply the brakes gently. This procedure should be done slowly and will take a couple of turns to complete.

If you pull abruptly and too far on the brakes, the canopy may enter a negative spin. When entering a spiral dive keep the brake on the outer curve released.

The **SPEEDUP** does not have a tendency for stable spiral dive.

If under certain conditions, it should go into a stable spiral dive then actively exit the exercise by bringing your weight into a neutral position, release the brakes of the inner curve side and brake gently on the outer curve side until you notice that the wing starts to level out. Then gently brake on the inside curve for several turns until normal flights returns.

Rate of descent could be very high also the dynamic and g- load. In reliance of your physical condition it is possible to have a blackout.

Wingover

The **SPEEDUP** is a very agile glider, and it is quite easy to get to an excessively high angle of bank in just a few turns. Practice wingovers gently at first, as there is a chance of quite large collapses at high bank angles.

What happens when it happens?

Knots and tangles

The best way to avoid knots and tangles is to inspect the lines before you inflate the wing for take-off. If you notice a knot before take off, immediately stop running and do not take-off. If you have taken-off with a knot you will have to correct the drift by leaning on the opposite side of the knot and gently apply the brake line on that side too. You can gently try to pull on the brake line to see if the knot becomes unfastened or try to identify the line with the knot in it. Try to pull the identified line to see if the knot releases. If the knot is too tight and you cannot remove it, carefully and safely fly to the nearest landing place.

Be very careful when trying to remove a knot. When there are knots in the lines or when they are tangled, do not pull too hard on the brake lines, there is an increased risk of the wing to stalling or negative turn being initiated.

Deep / Parachute Stall

Your **SPEEDUP** has been carefully designed to resist entering deep stall. Before exiting a deep stall please ensure that the brakes are fully released. Actively exit the deep stall by reaching up and push forward with both palms on both A-risers or pull on the risers. Avoid flying in very humid air or in rain. A wet canopy may have very unpredictable flying characteristics, one of which is a radically increased risk of deep stall.

Never pull the brake-lines during a parachute stall, because the glider would go into a full stall immediately. If you find yourself flying in unavoidable rain we strongly recommend that you avoid any sudden movements or radical brake line input, that you do not pull Big Ears or B-Line-Stall, and that you steer clear of turbulence and avoid a deep flare on landing.

Asymmetric Collapse

While flying in turbulent conditions it may occur that a portion of your glider deflates. However, just like in flying in turbulences, please pull gently on both brakes. Re-inflation is speeded up by counteracting the turning movement of the canopy until normal forward flight return. Then pump the brake line on the collapsed side.

If the collapsed part of the canopy is very big, you have to break the open side very dosed (not too much!) to avoid a stall.

Symmetric Collapse

Your **SPEEDUP** normally re-inflates promptly in a symmetric collapse without pilot input. Applying the brakes symmetrically will speed things up.

Emergency Steering

Should it not longer be possible to steer your **SPEEDUP**, for example due to a broken line, the glider may be steered by gently pulling on either rear riser. We recommend for emergency control in the air to use the stabile line line. With a bit of weight shift and by pulling down the stabile line allows to control your glider precisely and easily.

By steering this way airspeed is reduced hardly. Therefore, for landing you must change to the rear risers to control your glider. Handling will be more direct so be careful not to pull too hard.

Negative Spin

If the pilot abruptly applies full brake to one side of the glider while the other side is at zero brake, the faster side may fly around the braked and stalled side resulting in a spin. Alternatively, if flying very slowly with almost full brakes on both sides, if one hand releases one brake suddenly, while the other continues with full brake, the glider may enter a negative spin. To exit a spin just do "hands up" to release the brakes and the glider will return to normal flight.

If you do not have control over your glider and you are running out of altitude, immediately deploy your reserve parachute.

Full Stall

Spin and full stall are both dangerous and somewhat unpredictable exercises. Do not stall or spin your paraglider on purpose.

To initiate a full stable stall, apply both brakes to maximum arm extension. The pilot will swing back under the canopy and finally the canopy will stabilize to a full stall. Once in a stable stall, the exercise can be completed. Release the brakes just a little and let the glider fill until it regains shape. Then release the brakes fully and your **SPEEDUP** will return to normal flight.

It is imperative that the pilot fully completes this exercise and holds on, as a premature release while the glider is still falling back may cause the glider to rapidly dive ahead past the pilot. There is a possibility of the pilot landing in or entangling in the glider.

Care instructions, repairs, inspection

Care Instructions

- Even with good care and maintenance, just like any item exposed to the elements, your glider can wear out after a certain amount of use. This can change flight behavior and safety. We recommend a regular safety inspection of the canopy and all lines.
- If you clean your glider it is best to use warm water and a soft sponge.
- Store your glider in a dry and dark place, ideally between 5° and 30° Celsius and an humidity between 55 and 65%. Do not store it near chemicals or petrol.
- If you will not fly for longer period, store the glider releasing all compression straps and take it out of its backpack so that the fabric is not compressed, creased or stretched.
- Avoid storing your glider for days at a time in a hot car.
- Never use chemical cleaning agents, brushes or hard sponges on the material, as these destroy the coating and affect the strength of the cloth. The canopy will become porous and will loose structural strength.
- Never attempt to clean your paraglider in a washing machine. Even without using detergents the simple mechanical abrasion will quickly finish the canopy and render it useless.
- If you are flying near the sea most the wing may age faster because the air is humid and salty. In this case we suggest you have it checked more often than prescribed in this manual.
- Also avoid dipping it in a swimming pool; the chlorine will damage the cloth.
- If you must rinse or clean your glider do so with fresh water. Frequent cleaning will accelerate the ageing process.
- If the glider has become wet, lay it out so that air can get to all areas of the fabric.
- Always make sure that your intended logo will not in any way influence the glider behavior. If in doubt we suggest avoiding the attachment of advertising logos on the wing. ICARO paragliders cannot be held responsible for any mishaps caused by intentional after sales changes done to the wing.
- The **SPEEDUP** is a very strong paraglider. Flying all the descent exercise will not normally pose a structural problem but aerobatic training does accelerate the ageing process dramatically.
- There is no special method packing your glider. ICARO paragliders commends the "Cell to Cell-method bag because the reinforcements of the leading edge stay flex-free on top of each other and do not fold.

When you did not fly for a longer period ICARO commends to check the glider (e.g. mildew stains, splice of the lines, corrosion of the shackles and carbines).

If you are not convinced of the gliders airworthiness please send your glider to an authorized ICARO dealer to check your glider. The same is commended for harnesses.

Repairs

Only use original ICARO parts for repairing your glider. If you don't you lose the guarantees for your glider.

Small holes in the canopy (max. 20x20 mm) can be repaired by the pilot by using self adhesive sailcloth on both sides of the perforation.

Damage to the lines or any other repairs should only be carried out at an authorized ICARO centre. If your **SPEEDUP** needs to be repaired, please contact your local ICARO paragliders dealer.

Inspection

It is important to have your **SPEEDUP** inspected by a trained ICARO technician but it is also allowed to check your glider for yourself. In the annex you find the regulations for checks of certified gliders and items in order to perform a paraglider inspection you need.

Inspection interval

12 months or 100 operating hours, depending on what occurs sooner.

ICARO recommends having wings that are often used for training of descent exercises, acrobatics or flying in salty or sandy conditions subjected to checkups all 50 operating hours or 6 month.

It is also important, that ground handling also will be considered. All gliders, specially gliders manufactured with light and thin material are mechanically more stressed than other gliders. Therefore ICARO recommends to multiply ground handling time with the factor 1,5.

Not only gliders have a recurrent inspection interval. Airworthiness of harnesses, snap hooks and rescue systems must also be verified. Generally it is recommended to change aluminium snap hooks after 24 months or 200 operating hours.

All inspections and repairs must be documented (manual page 2).

Terms of the guarantee

ICARO paragliders guarantees the proper processing, an operation within the allowable limits of proper operation and the fulfillment of the eligibility criteria of glider/harness/rescue equipment at the time of first delivery by ICARO paragliders.

Paragliders: **24** month or **200** operating hours, depending on what is first

Harnesses: **24** month

Rescue systems: **24** month

The guarantee is only guilty for ICARO products with LTF/ EN certification.

What is covered by the guarantee? Provided that ICARO paragliders accept the fault the guarantee contains all necessary spare parts related to the replacement or repair of defective parts and working time.

ICARO paragliders accept no freight costs (outbound and return transportation).

What are the conditions of the guarantee? Provided that ICARO paragliders accept the fault the guarantee contains all necessary spare parts related to the replacement or repair of defective parts and working time.

- ICARO paragliders needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The glider / the harness was used in normal circumstances and maintained according to the instructions. This includes in particular the careful drying, cleaning and storage.
- The glider / the harness was used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.
- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by ICARO Paragliders company / person and properly documented.
- A fully and correctly completed guarantee card must be sent at least 6 weeks after buying the glider to ICARO paragliders commercial. Alternatively can this be sent via the appropriate online form on www.icaro-paragliders.com

What is excluded from guarantee?

- Gliders and Harnesses that are used for training purposes, Acro or other official competitions,
- Gliders / Harnesses who were involved in an accident,
- Rescue equipment, which has been thrown for a emergency,
- Gliders / harnesses and rescue equipment, which have been changed by yourself,
- Gliders / harnesses and rescue equipment that were not purchased from an authorized dealer / flight school,
- Gliders / harnesses and rescue equipment where the required inspection intervals were not met and the verification of the glider was not conducted by a ICARO paragliders authorized operation / person
- Damage which has occurred due to improper treatment (i.e. storage in humidity, heat or direct sunlight)
- Parts that need to be replaced due to normal wear and tear,
- Discoloration of the cloth material used,
- Damage caused by solvents, salt water, insects, sun, sand, humidity or “debag-jumps”.
- Damage caused by force majeure.
- Damage caused by the paramotor (Oil, fuel, damage in cause of the prop)

Team ICARO thank you for your trust in our products.

Should you have any questions, ideas or criticisms,
please contact us.

This paraglider has been developed and produced by modern
technology and will give you years of pleasurable and unforgettable
flight experiences.

Annex: Inspection Instructions, Line plan

Guarantee Card

Please fill in the guarantee card which you find on our homepage www.icaro-paragliders.com and send it .

User´s needs for Inspections

You will need the following items in order to perform a paraglider inspection:

- Standardized inspection report
- Porosity meter
- Spring scale
- Equipment for measuring line lengths
- Equipment for line strength testing
- Sewing machine
- Big, clean and bright room

Technical specifications about your glider (type, serial number, size and year of production). Please call ICARO paragliders for information.

A three week course at ICARO paragliders, specified to a glider type together with a legal flight license are the necessary prerequisites for permission to inspect ICARO paragliders.

Inspection Instructions

Record Information

Spread out your paraglider in a big bright room and make a note of information such as model, type and serial number.

Porosity Test

Use your porosity meter to perform porosity checks at 4 different places of the canopy. The results are recorded in the inspection protocol and are to be evaluated according to the internal guidelines of the workshop.

Visual Control of the Canopy

Hang up the canopy so that you can do a visual check of your canopy. Check for perforations in the upper and lower sailcloth, damaged stitching between the cells, and damage to the leading/trailing edge reinforcements.

Each cell must be checked.

Visual Control of the Risers and Lines

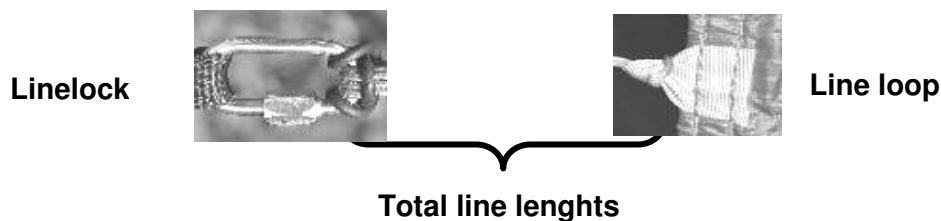
Check the risers, the trimmers, the stitching at each line loop, the brake lines, all seams and line contact points. Each line must be measured and inspected for kinks.

Strength test of the lines

One complete A-and B- line must be removed, measured and submitted to a strength test. The measured value of each individual line must be noted in the inspection protocol. The minimum of the lines strength are 125% of the normative guidelines.

Measurement of the lines

Measure every single line while stressing it with defined tractive force (5daN). Compare with the line plan. The lines must be measured between fixing point on the line lock and fixing point on the line loop.



The results are recorded in the inspection protocol and are to be evaluated according to the internal guidelines of the workshop.

Assessment

The measurements of all procedures are noted in the inspection protocol. When all facts have been recorded, the technician must make a general assessment.

Check the backpack for damage to the zips, seams and straps and repair if necessary with a sewing machine.

General Remarks

Any other repairs, corrections etc. to the general condition of the paraglider must be evaluated. A copy of the results of each inspection must be sent on to ICARO paragliders.

The technician must report any unusual faults to ICARO paragliders within 3 days.

Inspection Reference

Only an authorized technician who has been trained by ICARO paragliders is authorized to sign and date the glider type label and sign the manual.

Dispatch protocol/ Delivery content

Inner bag	<input type="checkbox"/>
Compression band	<input type="checkbox"/>
Manual	<input type="checkbox"/>
Gift	<input type="checkbox"/>
Sticker	<input type="checkbox"/>

.....
Date

.....
Signature