ICARO
PARAGLIDERS

INNOVATIVE
CREATIVE
AIRCRAFT MADE IN
ROSENHEIM

MANUAL

WILDCAT TE

TECHNICAL EVOLUTION

Version: 1.1 – E, 06.02.2012

Congratulations on buying your ***WILDCAT TE*** and welcome to the family of ICARO - pilots!

Your ***WILDCAT TE***

- is made with great care and state of the art,
- is tested according European Standards EN 926-1:2006 [1], EN 926-2:2005 [2] and Notification of the Federal Aviation Administration of Germany [3]
- Is pattern tested in B,
- is not suitable
  - for training,
  - for aerobatics and
  - for tandem- flying.

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[1] *Paragliding equipment – Paragliders – Part 1: Requirements and test methods for structural strength;EN 926-1:2006*

[2] *Paragliding equipment - Paragliders - Part 2: Requirements and test methods for classifying flight safety characteristics; EN 926-2:2005*

[3] *„Directives about airworthness for hang- and paragliders (LTF NfL II 91/09)“.*

LIST OF CONTENTS

Please read this manual before using the paraglider!

- This manual give you informations on the entire specific and general flying characteristics of the ***WILDCAT TE*** and does not replace attending a paragliding school
- All technical data and instructions in this manual were drawn up with great care. Fly & more Handels GmbH ICARO Paragliders cannot be made responsible for any possible errors in this manual.
- Should you decide to sell this paraglider at a later date, please pass on this manual to the new owner. Any important changes to this manual will be published in our Homepage (www.icaro-paragliders.com).
- Paragliding especially Acro is an extremely demanding sport requiring the highest levels of attention, judgment, maturity, and self-discipline. Due to the inherent risks in flying this or any paraglider.
- No guarantee of any kind can be made against accidents, injury, equipment failure, and/or death. It is assumed that the pilot is in possession of the necessary qualifications and provisions of any relevant laws are observed.
- The use of this paraglider is entirely at your own risk. Every pilot bears the responsibility of his/her own safety. the manufacturer or distributor assumes no responsibility for accidents occurring while using it.
- Do not fly unless you are personally willing to assume all risks inherent in the sport of paragliding and all responsibility for any property damage, injury, or death, which may result from use of this paraglider.
- It is strictly prohibited to fly the ***WILDCAT TE***
  - 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,
  - in acrobatics.
  - Every pilot must ensure that the paraglider is properly checked at regular intervals.

- This paraglider is not covered by product liability insurance.
- We ask for your understanding that all guarantee claims (can be read in the section guarantee terms in this manual) can only be put to a claim if
  - the correctly completed guarantee card is filled out (can be found in this manual or on our website www.icaro-paragliders.com**)**
  - and sent to Fly & more Handels GmbH ICARO Paragliders within 6 weeks after purchasing the glider at an official dealer/school of ICARO paragliders,
  - checks are carried out by an from ICARO paragliders authorised check establishment and
  - no alterations of the glider´s configuration without authorisation of Fly & more Handels GmbH ICARO Paragliders are performed.

Guarantee will be prolonged to next 2-year-complete-check.

!!! IMPORTANT !!!

The guarantee and 2-year-check period starts with the first flight which is performed by your flight school or dealer. This date is entered in the identification plate of the glider.

For your own safety we recommend to check paragliders which are frequently flown in sandy or salty conditions or are engaged in Acro flying in shorter intervals.

I. Your ***WILDCAT TE***

Characteristics of WILDCAT TE

We designed the ***WILDCAT TE*** to meet the highest expectations of pilots. Maximum safety, good performance, direct and precise steering with the brakes and by weight shift were the goals for the designers of ***WILDCAT TE***.

The cleverly designed line gallery gives the ***WILDCAT TE*** a line layout, which ensures stability and excellent flight characteristics. The use of extensive internal v-ribs makes the canopy more stable, especially in turbulence, and maintains a cleaner, more tensioned, wing profile. This also causes the load to be distributed more uniformly throughout the glider, allowing for a reduced number of line attachment points. Also the new performed risers and the miniribs at the trailing edge are the result of our innovative team.

Short brake travel, dynamic reactions and little dampening along all 3 axis require a great deal of feeling and experience from the pilot.

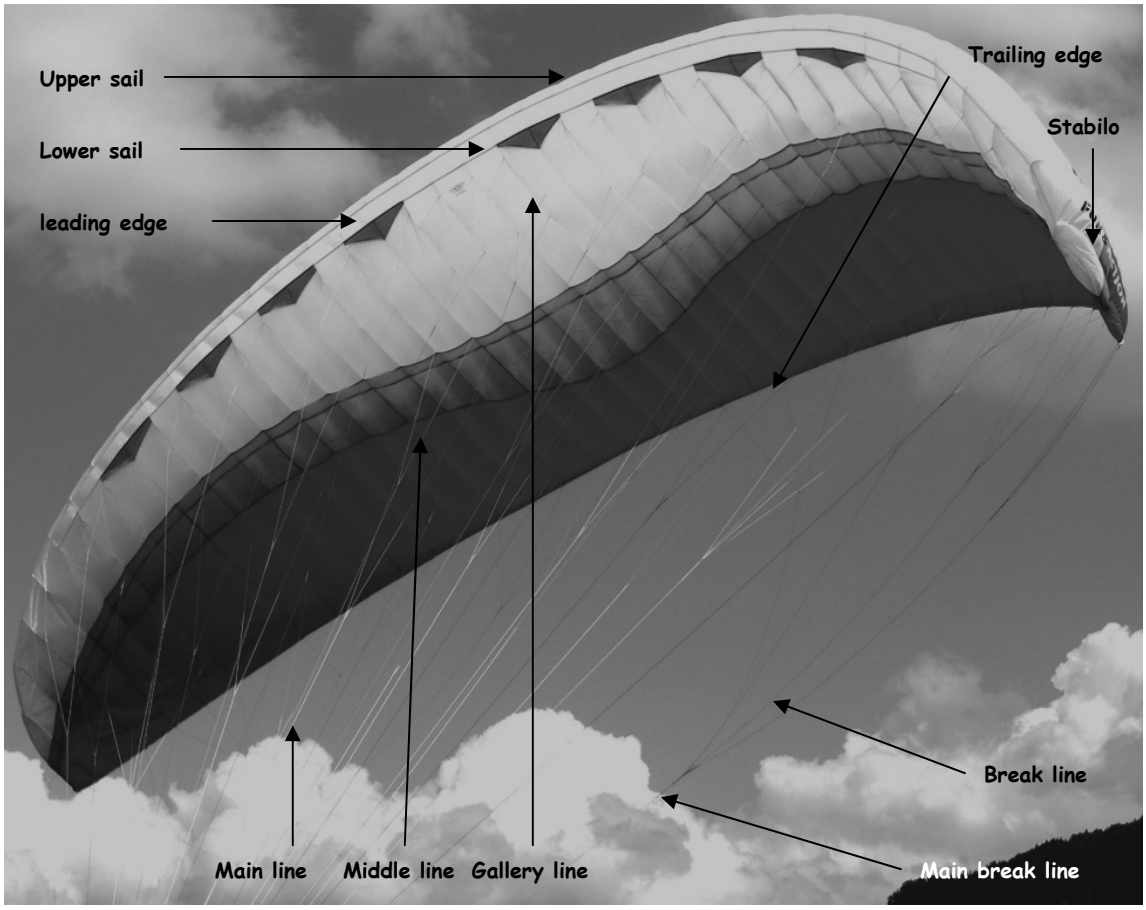
You can use any harness which has been categorized as “GH”. To find out which class of harness your harness belongs to, check the type label or ask the manufacturer.

Technical Data

WILDCAT TE		**XS**	**S**	**M**	**L**
Wing Area Flat	m²	22,60	25,71	27,90	30,76
Wing Area Projected	m²	18,50	21,05	22,84	25,18
Wing Span Flat	m	11,16	11,90	12,40	13,02
Wing Span Projected	m	9,14	9,74	10,15	10,66
Aspect Ratio	A/R	5,51	5,51	5,51	5,51
Aspected Ratio Proj.		4,51	4,51	4,51	4,51
Cells		52	52	52	52
Take Off Weight	kg	57-75	65-90	80-110	100-125
Risers		4+1	4+1	4+1	4+1
Category	EN/ LTF	B B	B B	B B	B B

Canopy

The canopy of the ***WILDCAT TE*** is made of synthetic fabric where a reinforced thread-net is woven in, which stops the fabric from further tearing and is increasing the firmness at the seams (upper sail Dokdo 33, leading edge NCV Skytex 9017e77a, lower sail NCV Skytex 27). The coating makes the fabric water-repellent, UV-stabile and air-impermeable. At the profile´s nose reinforcements are sewn in, which gives the canopy more stability, at the trailing edge are miniribs which optimises the flow pattern. 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.



Canopy - schematically representation

Lines

The cleverly designed line gallery gives the ***WILDCAT TE*** a line layout, which ensures stability and excellent flight characteristics.

The material (mixed Liros Dynema and Edelrid Technora with HMA- core) and strengths of each line depend on the place where the line is built-in, and are varying between. The lines of each level are coloured differently to make it easier to differentiate and check it.

All lines were hung and sewn with precision. The end control of all line lengths is documented for all paragliders produced by ICARO paragliders.

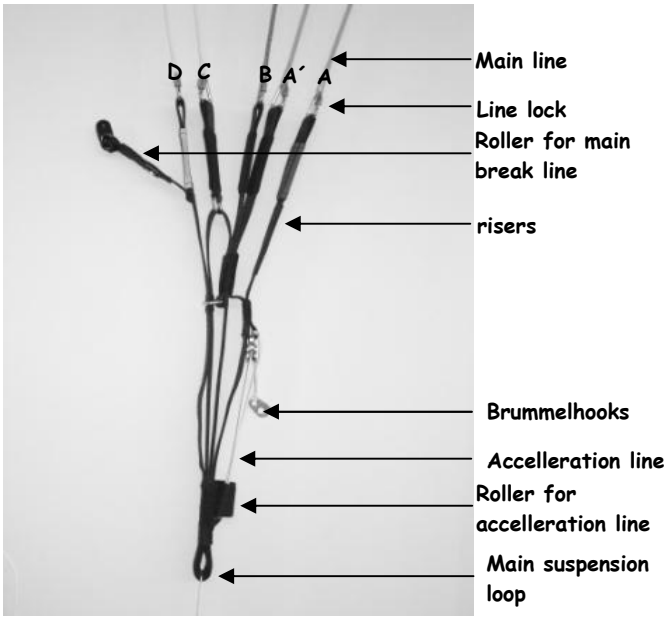
The complete geometry of the lines is shown on the single line plan, which you find in the annex of the manual.

Attention: ***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 behaviour.

Risers

The Glider has new performed 4 fold risers with separated A-risers (A, A`) and an accelleration system which will be activated with a footbar.



not accellerated

accellerated

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.

risers	S, M, L	XS	S, M, L	XS
	not accellerated		accellerated	
A	510 mm	500 mm	370 mm	370 mm
A´	510 mm	500 mm	390 mm	390 mm
B	510 mm	500 mm	390 mm	390 mm
C	510 mm	500 mm	450 mm	445 mm
D	510 mm	500 mm	510 mm	500 mm

How to mount the acceleration system at the harness

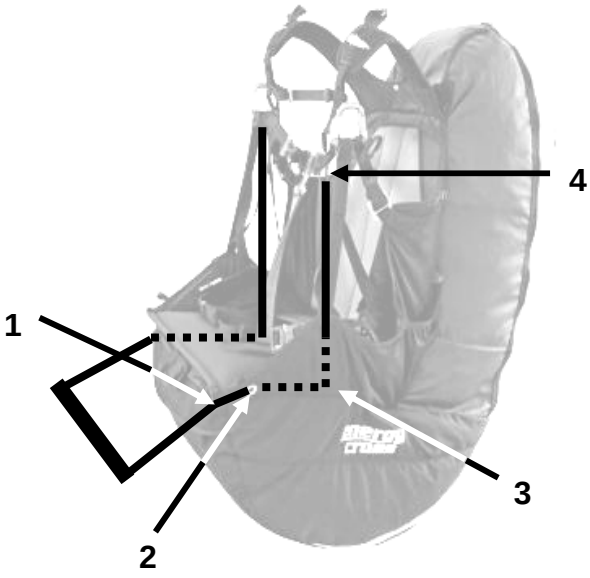
Put the ropes which are attached at the foot bar through the **rings (1)** at the front right and left of the harness from the outside.

Then through the **eyelets (2)** on the side.

Afterwards put the ropes which are now running inside the harness through the **pulley (3)** which can be found at the left and right of the sitting board.

The ropes which have been put through the eyelets and the pulley need to be bypassed on the outside along the harness bands and fastened with the **brummel hook (4)**.

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 cceleration is at maximum – both rollers are touching.



<u>Attention:</u> The description is only valid for ICARO harnesses.

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

II. FLIGHT TIPS

Ground Training

Before the first flight the ***WILDCAT TE*** must be inflated in the wind on a flat surface. An approved ICARO dealer should carry out the first flight before the wing is handed over to you.

In order to get to know your ***WILDCAT TE***, we recommend that you practise with your glider on the ground. Pulling up in flat gradients is great practise 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.

Pre Flight Check & 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.
- When you pull on the A-risers, the lines in the middle of the wing should be under tension before the lines on the wing ends. This ensures an even easier start.
- 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.
- If the risers are not twisted, the brake lines run freely through the roll on the rear riser to the back of the canopy.
- 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 and that the risers are not twisted.
- Please ensure that you are wearing gear which offers optimal comfort and protection (helmet with chin protection, boots, gloves and an overall).
- It is also important that no line is under the canopy. A cravat during the launch can be extremely dangerous.
- It is also important that no line is under the canopy. A cravat during the launch can be extremely dangerous.

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. Before starting the brummel hook (foot accelerator-glider-riser) are stuck together.

Hold the middle A-risers and the handles of the brakes, after you have finished the obligatory pre flight check. 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.

Generally the ***WILDCAT TE*** is also allowed for towing. You have to note the regulations of the country where towing is in practice.

Active flying

The ***WILDCAT TE*** has an extremely high stability. 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.

Acceleration

For the majority of your flight you will not use the accelerator. For better penetration in headwinds you can fly faster by using the accelerator system. When you want to descend quickly and the ears have been folded in, push down on the foot accelerator. The flight stability of the ***WILDCAT TE*** remains intact at increased speed because of the adapted geometry of the acceleration system.

Attention: ***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***.

Therefore excessive use of the accelerator near the ground should be avoided. The increase in speed using an acceleration system is considerable and should not be underestimated.

Attention: ***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***.

Turning

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

Attention: ***If the brakelines are pulled too fast or too far the glider will be stalled! A one-sided stall is signalized clearly by: The curves´s inner side of the wing is getting soft, and nearly stops. In this case you have to release the brakeline!***

Landing

The ***WILDCAT TE*** is very 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.

Attention: ***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.
Do not fly sharp turns or changing the direction while landing.

III. Descent Techniques

Attention: ***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.***

Big & Small Ears

Take the outer A-risers of the ***WILDCAT TE*** in your hand, without releasing the brakes and pull down leaving it run through your hands (use gloves!). Sink rate 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.

Attention: ***The pitch angle of your paraglider is increased using small and big ears, the brake path is shortened and the risk of inducing a deep stall is high.***

Using acceleration system during this manoeuvre 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

It is common knowledge that to enter and hold a B-line-stall requires considerable strength. Entering a B-line-stall in strong upward air movements may not be possible for weaker pilots, even with gliders equipped with easy enter B-line-stall aids.

Attention: ***It is very dangerous to exit a B-line-stall incorrectly and following errors must be avoided:***

- ***Exit is too slow,***
- ***releasing the B-line-stall aid without simultaneously pushing up with your hands,***
- ***using brakes during or directly after exiting,***
- ***pulling too far on the B-line-stall aid, so that the A-lines are pulled too,***
- ***Brakes must not be shortened by twisting around your hand during the manoeuvre.***

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 ***WILDCAT TE*** will start to turn, speed up 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.

The ***WILDCAT TE*** 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 manoeuvre 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.

Attention: ***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.***

Wingovers

Wingovers are induced by flying alternating turns; each time letting the pendulum effect increase the bank angle.

Attention: ***The WILDCAT TE is an 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. Also notice that a wingover flown with more than 90 degrees bank angle is classified as illegal aerobatics in some countries!

IV. Flight Incidents

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.

Attention: ***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 ***WILDCAT TE*** has been carefully designed to resist entering deep stall. If you pull strongly on the rear risers the ***WILDCAT TE*** normally ends a deep stall independently when you release the rear risers. 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.

Attention: ***Never pull the brake-lines during a parachutal stall, because the glider would go into a full stall immediately. Does the glider stay in a repetitively parachutal stall without any noticeable reason the glider has to be checked before the next flight by your dealer or by the manufacturer.***

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. There are two reasons:

- The canopy cloth may absorb water, making it much heavier and moving the centre of gravity around in unpredictable ways, increasing the risk of a stall/deep stall. The more water a wing can absorb the higher the risk, which means that older wings with damaged coating are more prone to these deep stalls than new wings. It should also be noted that a wing already flying close to the edge due to line shrinkage or other factors will deep stall sooner due to water absorption.
- If enough large rain drops form that the entire top surface is covered, but they don’t join together to either flow off or become a homogenous mass, the surface will become so rugged that the airflow separates and the wing stalls. It is more likely to happen with new wings where the cloth is still highly hydrophobic and the drops thus do not penetrate but remain on the surface.

In both cases the brakeline travel becomes very short and even small input may suddenly induce an airflow separation; in some cases even a gust or a sudden thermal may change the angle of incidence enough to cause the deep stall.

Attention: ***If you find yourself flying in unavoidable rain we strongly recommend that you avoid any sudden movements or radical brakeline 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.

Attention: ***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

A glider may collapse symmetrically when flying through sudden down draughts in a front stall or by pulling strongly on the A-risers. The leading edge collapses abruptly along the whole wing span.

The pendulum movement is eased by applying the brakes and speeds up re-inflation. Your ***WILDCAT TE*** normally re-inflates promptly in a symmetric collapse without pilot input. Applying the brakes symmetrically will speed things up.

Cravat

It could happen in rare circumstances that a part of the glider, particularly a wing tip, gets caught in its own lines (e.g. in extreme turbulences or an error in the visual line check of the canopy before take-off). Large cravats result mainly in uncontrollable spiral dives. There are a few ways to try to rectify this situation:

- Try pumping on the side of the cravat
- Pull the stabilo line (the outermost B-line)
- Actively collapse the cravat side and release
- If all else fails, attempt a full stall – only if sufficient altitude remains.

Attention: ***Freeing a cravat may be complicated, even for an experienced pilot. If you have exhausted all these options, you are uncertain how to proceed and you do not have control over your glider and you are running out of altitude, immediately deploy your reserve parachute.***

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 with your ***WILDCAT TE*** just do “hands up” to release the brakes and the glider will return to normal flight.

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

Full Stall

To initiate a full stable stall, apply both brakes to maximum arm extension. If possible grasp the seat of your harness to assist keeping your arms locked.

Attention: ***It is imperative that the pilot fully completes this manoeuvre 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.***

The pilot will swing back under the canopy and finally the canopy will stabilize to a full stall. Once in a stable stall, the manoeuvre 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 ***WILDCAT TE*** will return to normal flight.

Attention: ***Spin and full stall are both dangerous and somewhat unpredictable manoeuvres. Do not stall or spin your paraglider on purpose.***

Emergency Steering

Should it no longer be possible to steer your ***WILDCAT TE***, for example due to a broken line, the glider may be steered by gently pulling on either rear riser.

Attention: ***Handling will be more direct so be careful not to pull too hard. A good way to get practice is during ground handling.***

V. Service, Repairs and Maintenance

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 behaviour 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.

Attention: ***When you didn´t fly for a longer period ICARO commends to check the glider (e.g. mildow stains, splice of the lines, corrosion of the shackles and carbines).***

If you are not convinced of the gliders airworthness please send your glider to an authoriced ICARO dealer to check your glider.

The same is commended for harnesses.

- 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.

  Attention: Do not fold and store your glider prematurely if it not completely dry. The performance of a wet glider can change significantly.

- Always make sure that your intended logo will not in any way influence the glider behaviour. 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 aftersales changes done to the wing.

  Attention: Attaching heavy adhesive logos made out of unsuited material to the wing may result in the revocation of the glider´s guarantee.

- The ***WILDCAT TE*** is a very strong paraglider. Flying all the descent or acrobatic manoeuvres will not normally pose a structural problem but aerobatic training does accelerate the ageing process dramatically.

  Attention: ICARO recommends having wings that are often used for training of descent manoeuvres or acrobatics subjected to checkups at shorter intervals than normally stipulated.

How to pack your glider

- The glider should be laid out neatly, the lines sorted, the risers stowed away either at the trailing edge or at the leading edge. The pilot stands at the leading edge by the outspread glider and a helper at the trailing edge.
- Both start on the inner side and putting one lane onto the next pulling the end oft he glider more and more to the middle. Like this the reinforcements can be put on top of each other without being flexed.
- The same is done on the opposite side. Like this only two lane wide packages are left.
- These are being folded on top of each other and beginning at the trailing edge during simultaneous pressing to get rid of any air. The first fold over of the package should be between 30cm and 50cm. This way the material of the lower- and upper sail will not be stressed at the same area.

- ICARO Paragliders recommend not rolling in the glider material since different strains apply to the material. Through folding this can be avoided.
- The last fold is carried out at the side of the leading edge. This is wrapped in direction of the trailing edge and packed between the part which has been folded before. Please pay attention that the reinforcements aren't flexed.
- The compression band is being attached to the glider package crossways to the folding direction and fastened only to hold the glider gently.
- Afterwards put the package into the glider bag….ready!

In order to pack your glider in the same way as above without a helper there are two possibilities:

1. Lay out your glider neatly, sort your lines and stow away your risers either at the trailing edge or at the leading edge. You begin at the trailing edge and fold these together. Like this the glider lays fan-shaped in front of you. Now you put the leading edge on top without flexing it and carry on folding the glider, as described above.
2. You use an ICARO fast packing bag (available online in our shop).

   The fast packing bag has many advantages – not only folding your glider without any help.

   - Even at strong winds the glider can easily be handled since the canopy does not need to be spread out for folding.
   - The glider is lying during the procedure on the material of the packing bag therefore it is shielded from stones, plants and humidity of the ground.
   - Through the fixation in the front part of the packing bag the reinforcements of the leading edge stay flex-free on top of each other.

Repairs

Attention: ***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 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 ***WILDCAT TE*** needs to be repaired, please contact your local ICARO Paragliders dealer.

Inspection, Prerequisites and Personal qualification

After 200 flight hours or 24 months, it is important to have your ***WILDCAT TE*** inspected by a trained ICARO technician. Without regular certified inspections, your glider will loose its guarantee. 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). Pleas call Fly & more Handels GmbH ICARO Paragliders for information.

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

For questions about the costs and times of paragliding inspection courses please contact Fly & more Handels GmbH ICARO Paragliders.

VI. Terms of the guarantee

The Fly & more Handels GmbH 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 the Fly & more Handels GmbH ICARO Paragliders.

What is covered by the guarantee?

Provided that Fly & more GmbH accept the fault the guarantee contains all necessary spare parts related to the replacement or repair of defective parts and working time.

Fly & more Handels GmbH ICARO paragliders accept no freight costs (outbound and return transportation).

How long is the guarantee?

Paragliders: ***OXYGEN***, ***GTO, NIKITA, INSTINCT 2 ACRO, CLOU:***

150 flight hours, maximum for a period of two years

All other certified gliders:

300 flight hours maximum for a period of three years

Harnesses and Rescue systems: 3 years.

What are the conditions of the guarantee?

- Fly & Handels GmbH 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 Fly & more Handels GmbH 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 Fly & more GmbH commercial. Alternatively can this be sent via the appropriate online form on www.icaro-paragliders.com

What is excluded from this 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 Fly & more Handels GmbH 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 (eg. Oil, fuel, damage in cause of the prop)

VII. Enviromental 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.

VIII. Attitude and behaviour torwards nature

Actually it´s self-evident, but nevertheless we would like to mention particular:

- Please do our nature-near sport in a way which doesn´t stress nature and environment!
- Please don´t walk beside the marked ways, don´t leave your litter, don´t make unnecessary loud noises and respect the sensitive balance in the mountains.
- Especially at the take-off we have to take care for the nature!

****Especially at the launch site consideration is needed! ****

IX. Last but not Least

Again, we would like to congratulate you on the purchase of your ***WILDCAT TE***! Team ICARO thank you for your trust in our brand and 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.

This paraglider will not protect you from the dangers of rash flight manoeuvres and weather changes.

Your ICARO-Team

Appendix: *Guarantee card, Inspection Instructions, Lineplan*

GUARANTEE CARD **(Please cut out)**

Customer data — All personal data will be treated in strict confidence and not passed on to third parties without the consent

Name	
Adress	
Zip Code	City/ country
Phone / Fax / e- mail	
Common flying site	Flight experience

Main field of usage of the glider/ harness (please mark)			
Leisure	Competition	Training	Professional
Acro	Powered	commercially	

Datas above glider/ harness/ rescue system		
Type und size of glider/ harness/ rescue system	Purchasing date	Serial number

Dealer/Icaro agency: (Name and address or stamp)

Furthermore, I would like to inform Fly & more Handels GmbH ICARO Paragliders as follows:

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Date Signature

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. Compare with the line plan. 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.

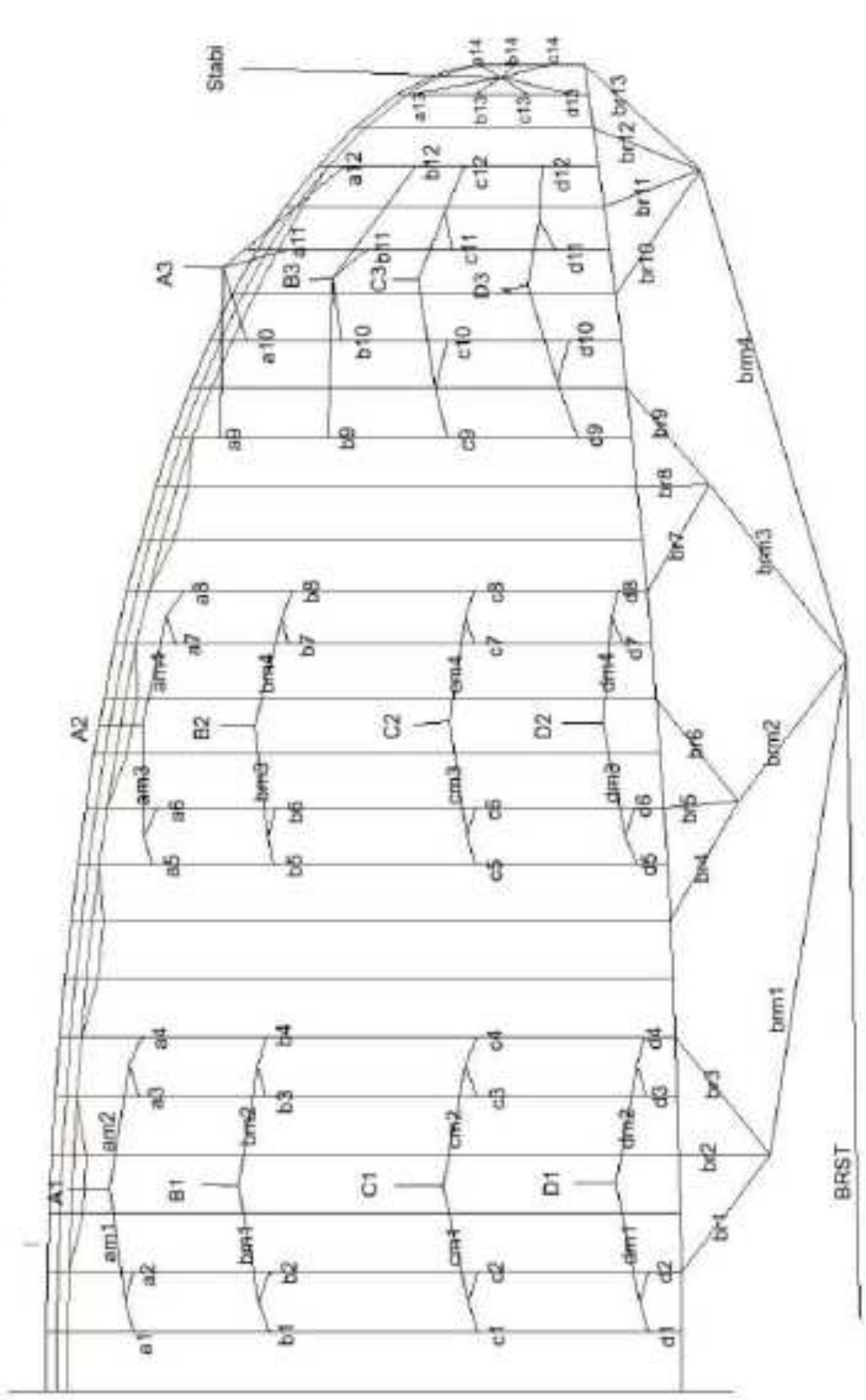
General Remarks

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 Fly & more Handels GmbH ICARO Paragliders. The technician must report any unusual faults to Fly & more Handels GmbH ICARO Paragliders within 3 days.

Inspection Reference

Only an authorised technician who has been trained by Fly & more Handels GmbH ICARO Paragliders is authorised to sign and date the glider type label and sign the manual.

WILDCAT TE (Technical Evolution) ***LINEPLAN***



Dispatch protocol/ Delivery content

Piece check complete	☐
Inner bag	☐
Compression band	☐
Speedsystem	☐
Outer rucksack	☐
Manual	☐
Repair set	☐
T- Shirt	☐
Sticker	☐

…… ……..

Date Signature

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