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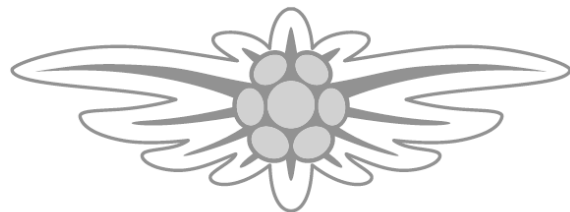
Piece check complete
Inner bag
Compression band
Speedsystem
Outer rucksack
Operating instructions
Customer questionnaire
Repair set
T- Shirt
Sticker

.....

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Date

Signature



ICARO
PARAGLIDERS



MANUAL

GTO

Competition

BEP

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Manual

ICARO „GTO“, BEP

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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.

Any important changes to this manual will be published in „DHV INFO“, which is the official magazine of the DHV.

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

The **GTO** is not approved and must be in Germany / Austria flown with a BEP. There were different test series and a DHV load test performed.

This paraglider was produced with great care so that you can enjoy many flights.

In order for you to feel comfortable with your paraglider right from the start, we recommend that you read this manual.

Apart from flight information, this manual also contains important safety instructions. You must get to know your paraglider well.

This manual also contains important care and operating instructions which are vital for your safety and preservation of your paraglider.

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

IMPORTANT INSTRUCTIONS FOR YOUR SAFETY

THE USE OF THIS PARAGLIDER MADE SOLELY AT YOUR OWN RISK.

PILOT CARRIES HIMSELF ANY RESPONSIBILITY FOR HIS OWN SAFETY!

HE MUST ENSURE THAT BEFORE ANY EQUIPMENT AND START TO FLYING AIRWORTHINESS WILL BE REVIEWED MAINTAINED AND PROPERLY.

MANUFACTURERS AND DISTRIBUTORS OF ALL LIABILITY IS EXCLUDED.

EACH ICARO PARAGLIDER IS DELIVERED IS SUBJECT TO HANG IN THE DELIVERY OF A PIECE OF EXAMINATION. WE RECOMMEND YOU STILL, THE NEW HANG AGAIN RANDOM ORDER TO VERIFY THE DISTRIBUTOR IN ANY ERRORS IMMEDIATELY TO ENABLE REKLAMI.

IT IS PROVIDED THAT THE PILOT THE BASIC RULES OF ACTIVE FLYING RESPECTED.

THE **GTO** SHOULD NOT BE FLOWN

- BEYOND THE MINIMUM AND MAXIMUM RECOMMENDED TAKE OFF- WEIGHT
- IN THE RAIN, IN SNOW, IN THE CLOUDS AND FOG,
- IN TURBULENT WEATHER CONDITIONS
- IN INSUFFICIENT EXPERIENCE OR TRAINING OF PILOTS

I. I. Your **GTO**

Characteristics of the GTO

The **GTO** is a thoroughbred race screen. We recommend the **GTO** and wish to provide only for competition pilots with extensive flying experience, the peak in-route or competitions.

The **GTO** is flying straight up for a high performance remarkably enjoyable. Be no delay, very direct handling for this class is new, and not only guarantees better climbing in thermals, but also have total control in turbulence. This is further reinforced by the excessively long control travel for this class: an unintended oversteer in turmoil due to an extreme round out making it not an issue for more experienced pilots. Back to the cranks and the first tax ranging 10 to 20 cm, up to stall, it is then again almost 40 cm, to a standing round out for disposal.

The slightly larger proper motion of the cap in strong turbulence gives the pilots more time to respond to the next discharge and to prevent deflation.

Through four levels of linen, lightweight, no rigid parts and the fair ground in extreme form is very simple. About glide and speed you can write a lot of real insight here is only directly compared with the competition, and this was always convincing.

We have in numerous test flights trying to give the **GTO** a manageable extreme flight, which is pretty well-done. But this should not obscure the fact that the **GTO** is a thoroughbred high performance, which will also be flown as such.

The **GTO** is not approved. Pilots must take into account the directives of their respective country. In Germany and Austria is an additional BEP required.

Technical data

GTO Competition Race Wing

		XS	S	SM	M	ML	L
Area flat	m ²	20,81	23,61	24,64	25,69	27,30	28,40
Projected surface	m ²	16,15	18,33	19,12	19,94	21,19	22,05
Span flat	m	12,48	13,30	13,59	13,87	14,30	14,59
Span projected	m	9,69	10,32	10,55	10,77	11,10	11,32
Aspect ratio		7,49	7,49	7,49	7,49	7,49	7,49
Aspected ratio projected		5,81	5,81	5,81	5,81	5,81	5,81
Cells		75	75	75	75	75	75
Start weight+/- 10 Kg		80	90	100	110	120	130
Best wing load		3,80	3,80	4,00	4,30	4,40	4,50
V trimm		46	46	46	46	46	46
V max		60+	61+	61+	62+	62+	65+

Canopy

The cap of curvature of the **GTO** is very shallow compared to the competition, the projected area is on the same form of resistance is greater and therefore the

performance is better. Good pilots can use screens with high-caps with almost perfect flight technology advantages over its competitors.

This is different for glider with a flat curve: The difference between good and moderate pilots is striking, good centering will rise to the highly curved caps away.

The choice of material in the **GTO** is very complex. The sail material of the GTO is a high tenacity polyamide with a special impregnation to improve UV resistance.

It does not use chopsticks, and no PVC tubes for stiffening, since the benefit was achieved. The air inlets have been designed so as to ensure an optimum filling characteristics at the start and after disruption of the cap.

The GTO is consistently structured so that no loss of performance with increasing age by overstretching or decreasing resistance occur.

Attention to detail is hidden in the **GTO** inside the cap.

- To alleviate the extreme flight that is used in the interior of the cap ultralight Skytex 27th.
- Five layers of fabric sewn together, forming a T-profile as the structural analysis and ensure that the points of fixing the line have even after many flights, the original strength. They ensure in particular that the bottom surface is not deformed by lessening the rigidity.
- The diagonals in the highest possible aerodynamic quality despite lower number of suspension points and a lower cap weight.
- All V-ribs are sewn to the cut edges to prevent stretching and thus deformation of the sail and double the strength. The Diagonal have such a very significant share of the performance potential and the aesthetics of the **GTO**.
- Careful design of the reinforcement of the **GTO** while ensuring stability in critical areas, and also plays an important role for problem-Inflation at start and the quick reopening of collapses.
- Even with the seam, we could still bring improvements: it is sutured to the high-strength yarn, depending on load and tensile direction as zig-zag, straight stitch or a double-triple-step.

Line Material

The cleverly thought-out line galleries give to the **GTO** ein linelayout that guarantees the excellent flying qualities. The noncovered lines have very low drag values at high strength. They are partially double-spliced and also sutured. The double-splicing ensures that the optimum power transfer to the funds and lines on the top.

The strength of each string depends on the installation and vary. Therefore, the **GTO** used linen in various strengths, depending on the desired line stretching different materials and diameters are used.

All processed lines are cut to length and sewn with utmost precision. A well-documented final inspection of the lengths of all lines of each ICARO - glider is just as obvious.

The **GTO** has four lead levels, which occur up to the shoulder strap. This has to three lead levels following advantages: The extreme flight is easier, the screen is safer.

In high speed flight can be clean trimmed the profile due to the better load balancing. At full throttle the profile with a specific change of the four levels is

selectively converted into a reflection profile, which causes a higher stability and better glide at full throttle.

The fourth line level, improved climb performance and handling with the cranks. Through the more direct, more efficient handling, it is also much easier to prevent collapses in strong turbulence, and load-shedding.

The attraction of the **GTO**: Despite four levels leash he has the same number of main lines.

Acceleration system

The **GTO** has an acceleration system, which is automatically activated again after deferring to the starting position.

In normal flight, all risers are of equal length. Upon actuation of the acceleration system, the belts are cut short by design well-defined length, which is made smaller the angle of the cap.

Risers

The race belts of Kevlar with a smooth acceleration system, despite the precise 6-way suspension very clear.

Harness

The **GTO** can be flown with all popular paragliding harnesses without a rigid cross bracing (= all Harnesses DHV - Category GH).

A list of approved harnesses is available from the DHV.

II. FLIGHT TIPS

Pre Flight Check & Flight Preparation

It is important to perform a pre flight check before taking off. Please give the following points your special attention:

- 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. Also check the brake lines for knots and kinks. Check the main brake lines. They must be symmetric.
- 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.

After that lay your glider in an arc form and observe the following points:

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. 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.

Please note: Due to the high aspect ratio, we recommend the GTO to start backwards.

Turning

A combined steering technique (weight shift and pulling the brake line on the inside of the curve) is suitable for every situation. The **GTO** is agile and reacts to steering impulses quickly and directly. Strong, one sided pulling of the brakes brings the **GTO** into an obvious side angle and the glider flies fast steep curves until spiral dive begins.

Warning: 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!

Acceleration (with speed system)

Flying with an integrated acceleration system should be used in proper doses. 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.

Warning: 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.

Landing

The **GTO** flair can be wonderful. However, for a race glider always pay attention to the higher trim speed. Due to the short way to control **GTO** can be brought very quickly into the stall. This is avoided through reason.

Warning: If you leave the inflated leading edge bang on the ground, this can cause the cell walls to burst! Please always keep check on other pilots in the air so that you can avoid a collision.

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.

Towing

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

Ground Training

In order to get to know your **GTO**, 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 practise pays off in the air.

Thermals and flying in turbulences, "active flying"

The **GTO** is a pure Competition - Race and screen, so that maximum attention is demanded by the pilot.

An "active flying style" in turbulent air, however, additionally contributes significantly to the safety of the pilots.

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.

subtle adjustments keep the glider flying smoothly.

III. Descent Techniques

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

Use the manoeuvres Small/ Big ears with the acceleration system, B-line-stall and spiral dive as ways of descending.

Big & Small Ears

The aim of this manoeuvre is to descend in strong thermals. 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.

Before landing, release the pulled down A-risers to achieve normal sink speed for a gentle landing. Just like in the C-line-stall manoeuvre, keep the brakes in your hand. In this way, it is possible to fold in up to two thirds of the leading edge.

Warning: *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

From the B-line-stall, we do not recommend because of the one-sided material load.

Spiral Dive

The most effective way to reduce the amount is the 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 **GTO** 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. Please ensure that you have enough distance to the ground to exit the spiral dive.

Please 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 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.

Warning: *The high sink rate causes high physical strain due the increasing centrifugal forces and may cause blackouts.*

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.

Nearly every paraglider at some point reaches a sink-speed at which the canopy moves with it's frontal edge downwards and stays in this position and keep spiralling (stable steep-spiral), even if the brake-line is released. During a stable steep-spiral very high G-forces will occur, which require a high strain of a physical fit pilot!

IV. Flight Incidents

Deep / Parachute Stall

Your **GTO** has been carefully designed to resist entering deep stall. If you pull strongly on the rear risers the **GTO** 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.

Warning: *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 have to be checked before the next flight by your dealer or by the manufacturer.

Asymmetric Collapse

While flying in turbulent conditions it may occur that a portion of your glider deflates. This is normally not a critical situation and re-inflation occurs quickly without any input from the pilot. 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.

Warning: *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 **GTO** 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.

Warning: *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.*

Emergency Steering

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

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

Negative Spin

A negative spin should not happen in normal flight. However, spins are often performed in SFI training to experience the gliders limits and so that pilots have a better understanding of the safe range of brake use.

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 **GTO** just do “hands up” to release the brakes and the glider will return to normal flight.

Warning: *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.

Warning: *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.*

Do not –under any circumstances- release at this point. The glider will slow down and stall, falling quickly behind the pilot. Avoid the urge to release. 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 **GTO** will return to normal flight.

Packing the GTO

- Shake the screen and remove specific insects. The acid can cause damage to the cap material.
- Linen sort and distribute evenly on the screen.
- Laying out the middle screen from cell to cell, so that the reinforcement of the leading edge clean on one another.
- The cloth, piling, clean and delete the air after the leading edge out.
- The complete path to the center once again turn out to repeat the same process to pack the other half. Now, the two halves, piling, and eighth reiterated that the reinforcements on one another clean the leading edges.
- The first envelope should have about an elbow length, fold the leading edge once inside.
- In any case, the remaining air vents on the screen through the leading edge and not forced through the material.
- Now the band compression perpendicular to the leading edge soft place around the screen.

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 wish to 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. 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.
- If the glider has become wet, lay it out so that air can get to all areas of the fabric.

Warning: *It may take several days for your glider to dry out completely especially the lines, which take longer than the fabric. Do not fold and store your glider prematurely if it not completely dry. The performance of a wet glider can change significantly.*

Repairs

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 **GTO** needs to be repaired, please contact your local ICARO Paragliders dealer.

Inspection, Prerequisites and Personal qualification

Your **GTO** has no label, so they must also not required to inspection but it is very important to check the glider, too. Below you find the regulations for checks of certified gliders.

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 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.

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 certification label and sign the manual.

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.

How long is the guarantee?

Paragliders: Fly & more Handels GmbH ICARO Paragliders warrants a guarantee about

- 150 flight hours, maximum for a period of two years for the Lightweight paraglider **OXYGEN**, the **GTO** and the **NIKITA** and
- 300 flight hours on all other licensed paragliders, maximum for a period of three years
calculated from the date of delivery by Fly & more Handels GmbH.

Harnesses: 3 years calculated from the day when the harness was delivered through Fly & more Handels GmbH.

Rescue system: 3 years calculated from the day when the rescue system was delivered through Fly & more Handels GmbH.

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-wings.de.

- Fly & more Handels GmbH ICARO Paragliders does not accept any responsibility or replacement of the above obligation. However, there is the possibility that there will be a sign of goodwill.

What is excluded from this guarantee?

- Gliders and Harnesses that are used for 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, humidity or “debag-jumps”.
- Damage caused by force majeure.

How can I claim guarantee?

In order to claim a guarantee Fly & Handels GmbH ICARO Paragliders needs to be informed immediately after the discovery of a defect and the defective product returned for inspection.

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

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 towards nature

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

- 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 **GTO!**

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



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Appendix: Guarantee card, Lineplan**GUARANTEE CARD****Owner of glider/ harness/ rescue system**

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:

Date

Signature

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