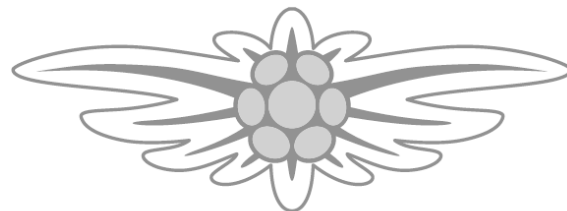


Dispatch protocol/ Delivery content

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

Date

Signature



ICARO
PARAGLIDERS



MANUAL



LTF 2009: B
EN 926-2:2005: B

Fly & more Handels GmbH ICARO Paragliders
Hochriesstraße 1, 83126 Flintsbach, Deutschland

Telefon: +49-(0) 8034-909 700 Fax: +49-(0) 8034-909 701

Email: office@fly-more.com Web: <http://www.icaro-wings.de>





Fly & more Handels GmbH
Hochriesstraße 1
83126 Flintsbach

Telefon: +49 (0)8034 909 700

Telefax: +49 (0)8034 909 701

E-Mail: office@fly-more.com

Internet: www.fly-more.com

Manual

ICARO **WILDCAT**, LTF 2009 B/ EN 926-2 B

Version: 1.4 – D, Stand: 10.05.2010

© Fly & more Handels GmbH, ICARO Paragliders

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.

This manual was submitted to the German Hanggliding Association (DHV).

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



LIST OF CONTENTS

I.	<u>YOUR <i>WILDCAT</i></u>	7
	CHARACTERISTICS OF <i>WILDCAT</i>	7
	TECHNICAL DATA	7
	CANOPY	7
	LINE MATERIAL.....	8
	RISERS.....	8
	BREAK HANDLES	9
	ACCELERATION SYSTEM.....	10
	HOW TO MOUNT THE ACCELERATION SYSTEM AT THE HARNESS	10
	CERTIFICATION	11
II.	<u>FLIGHT TIPS</u>	11
	PRE FLIGHT CHECK AND FLIGHT PREPARATION.....	11
	LAUNCH.....	12
	TURNING.....	12
	LANDING	12
	ACCELERATION (WITH SPEED SYSTEM)	13
	TOWING.....	13
	GROUND TRAINING.....	13
	THERMALS AND FLYING IN TURBULENCES, "ACTIVE FLYING"	13
III.	<u>DESCENT TECHNIQUES</u>	14
	BIG AND SMALL EARS	14
	B-LINE-STALL	14
	SPIRAL DIVE	15
IV.	<u>FLIGHT INCIDENTS</u>	16
	DEEP / PARACHUTE STALL.....	16
	ASYMMETRIC COLLAPSE	16
	SYMMETRIC COLLAPSE.....	16
	CRAVAT	16
	EMERGENCY STEERING	17
	NEGATIVE SPIN	17
	FULL STALL.....	17
V.	<u>SERVICE, REPAIRS AND MAINTENANCE</u>	18
	CARE INSTRUCTIONS	18
	HOW TO PACK YOUR GLIDER	18
	REPAIRS	19
	INSPECTION, PREREQUISITES AND PERSONAL QUALIFICATION	19
	INSPECTION INSTRUCTIONS.....	20
	INSPECTION REFERENCE	21
VI.	<u>TERMS OF THE GUARANTEE</u>	21
	WHAT IS COVERED BY THE GUARANTEE?	21
	HOW LONG IS THE GUARANTEE?.....	21
	WHAT ARE THE CONDITIONS OF THE GUARANTEE?.....	21
	WHAT IS EXCLUDED FROM THIS GUARANTEE?.....	22
	HOW CAN I CLAIM GUARANTEE?.....	22
VII.	<u>ENVIROMENTAL ASPECTS</u>	23
VIII.	<u>ATTITUDE AND BEHAVIOUR TOWARDS NATURE</u>	23
IX.	<u>LAST BUT NOT LEAST</u>	23
	APPENDIX: GUARANTEE CARD, CERTIFICATION, AIRBORNE SPORTS EQUIPMENT, LINEPLAN ..	24



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

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 IS ENTIRELY AT YOUR OWN RISK. EVERY PILOT IS RESPONSIBLE FOR THE SAFE OPERATING CONDITION OF HIS/HER PARAGLIDER!

EVERY PILOT BEARS THE RESPONSIBILITY OF HIS/HER OWN SAFETY AND MUST DO A THOROUGH PRE FLIGHT CHECK BEFORE EVERY FLIGHT AND MUST ENSURE THAT THE PARAGLIDER IS PROPERLY CHECKED AT REGULAR INTERVALS.

IT IS A PREREQUISITE THAT EACH PILOT IS IN POSSESSION OF A VALID PILOTS LICENCE.

THIS PARAGLIDER HAS BEEN CERTIFIED AND BUILT IN COMPLIANCE WITH DHV RULES AND REGULATIONS.

DO NOT CHANGE THE CONFIGURATION OF YOUR GLIDER. IF YOU DO, YOU WILL LOSE YOUR CERTIFICATION.

THE MANUFACTURER WILL NOT ACCEPT ANY CLAIMS!

ALWAYS WEAR A HELMET AND PROTECTIVE CLOTHING WHEN FLYING A PARAGLIDER.

IT IS STRICTLY PROHIBITED TO FLY THE *WILDCAT*.

- OUTSIDE THE DHV SPECIFIED WEIGHT RANGE
- WITH ROLL ANGLES EXCEEDING 90°
- IN RAIN, SNOWFALL, CLOUDS OR FOG
- IN TURBULENT WEATHER CONDITIONS
- ACROBATICS ARE HIGHLY DANGEROUS AND THEREFORE NOT PERMITTED
- WITH INSIGNIFICANT TRAINING AND EXPERIENCE OF THE PILOT.



I. Your **WILDCAT**

Characteristics of WILDCAT

The **WILDCAT** is certified according to LTF 2009 category and European Norm EN 926-2:2005 category Maximum safety, good performance, direct and precise steering with the brakes and by weight shift – all this was not a huge challenge for the designers of **WILDCAT**.

The cleverly designed line gallery gives the **WILDCAT** 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. Less lines lead to less drag and an increase in glide performance

Brake lines are attached in such a way in order to combine good handling with minimum pressure on the brakes without tending towards negative spin. **WILDCAT** compensates any over reaction from the pilot.

WILDCAT is not suitable for training.

Technical Data

WILDCAT		XS	S	M	L
Wing Area Flat	m ²	22,60	25,71	27,90	30,76
Wing Area Projected	m ²	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
Certification	LTF/ EN	B B	B B	B B	B B

Canopy

The canopy of the **WILDCAT** 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.

The coating makes the fabric water-repellent, UV-stabile and air-impermeable. Between the single groups of main lines are taut ribbons sewn in, which are regulating the tension of the sail.



The aeration of the canopy is done through the openings on the bottom side of the profile-nose. The lateral aeration is done through exactly dimensioned openings (cross ports) in the profile-gill.

At the profile's nose reinforcements are sewn in, which gives the canopy more stability.

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.

Line Material

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

The material 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.

The stabilisator-lines are mounted to the B-riser together with the B-level.

Brake lines are attached in such a way so as to combine good handling with minimum pressure on the brakes without tending towards negative spin. The two main steering/brake lines lead up to a line cascade which is fixed to the trailing edge. On the risers the breaklines run through a pulley and are connected to a handle. These handles are fixed to the risers with a magnetic clip when not in use.

Warning: *The length of the breaklines is set correctly at the factory and should not be changed. The improper adjustment of the steering lines can cause severe changes to the flight behaviour.*

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.

Risers

The **WILDCAT** has 4 fold risers with acceleration system. Big and Small Ears are made easier by the separation of the A-risers.

Simple launch behaviour, B-Stall, steering with the D-risers and an optimal geometry for accelerated flight were important aspects in the development of these risers.

The main-brake-line is running through a pulley at the D-riser to the brake-handle.

The maillon rapide shackles at the risers are made of stainless steel.



Riser not accelerated



Riser accelerated

Break handles

The size of the brake strap is adjustable. This way the grip can be adapted to small and large hands, thin summer- and thick winter gloves. The position of the



little stick at the handle is adjustable. Depending on the grip position the firm ligament can be moved in the most comfortable position

- 1) When moving back the neoprene coverage in direction of the magnet, the belt strap with the Velcro will be exposed. It takes a little bit of patience and force since the coverage needs to fit very tight.
- 2) Firstly the position of the little stick needs to be positioned. It can be freely moved within its channel.
- 3) The next step includes adjusting the size of the strap. For this you open the Velcro of the belt strap and position the correct length.
- 4) Velcro need to be pressed tightly.
- 5) Finally you pull the neoprene coverage over the whole of the grip and also cover the metal baffle of the belt strap.



Acceleration system

The **WILDCAT** has got an acceleration system at the riser which is activated with the legs of the pilot. If the speed-system is released it goes back to the original position automatically.

In normal flight all risers have the same length. The length of the speed-bar's lines are set correctly if the lines still have some free space and are not under traction if the speed-bar is not pushed.

If the speed-system is activated, it shortens the A, B and C- risers and reduces the angle of attack of the canopy and the length of the D-riser does not change.

How to mount the acceleration system at the harness

Put the ropes which are attached at the foot bar through the rings at the front right and left of the harness from the outside and then through the eyelets on the side.

Afterwards put the ropes which are now running inside the harness through the pulley 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.

Adjust the length of the rope in this way that both legs are straightened completely when flying maximum speed (both pulley of the risers are laying on top of each other).

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

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.

Attention: The description refers to the rope characteristics of an ICARO harness. When using a different harness the application can be different.

If you have any problem or queries to the assembly please contact your flight school or get in touch with ICARO Paragliders directly.

Functionality

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

When flying normal all risers have the same length. When using the accelerator system the risers A, B and C are shortened by a constructive exactly defined length and therefore the angle of attack of the canopy is smaller. The length of the D-riser however is not changed.

This causes a reduction of the angle of attack of the whole glider and results to an increase of speed.



Certification

Following our philosophy to only build gliders with the highest safety, we design our gliders to meet DHV strict and robust regulations.

The **WILDCAT** has been developed and authorised with harnesses according to the LTF type “GH”. Nearly all harnesses recently produced are type GH harnesses and suitable for the **WILDCAT**. They differ from the GX harness due to their low suspension and not very effective (if at all included) cross straps. Cross straps have not proven themselves in combination with modern paragliders.

II. FLIGHT TIPS

Pre Flight Check and 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.

Warning: The correct length of the main brake line must not be altered.

- 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).

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.
- 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 D-riser to the back of the canopy.
- 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.

Hold the 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. Hold you arms out and up as an extension of the A-lines. When there is no pull from the lines and the wing is overhead, use slight pressure on the brake. Look up and make sure that the canopy is fully inflated. 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.

Turning

WILDCAT is very agile and reacts to steering impulses quickly and directly. Both flat curves with minimal height loss and deep steep curves are no problem.

A combined steering (weight shift and application of the brake line on the inner curve) is suitable for every situation.

Strong one sided pulling of the brakes brings the **WILDCAT** into an obvious side angle and the glider flies fast and 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!

Landing

The **WILDCAT** 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.

Once below 25 m and on final landing approach, the glider should be allowed to fly at trim speed by going "hands up" with the brakes. This allows more energy to be converted into a full flare. Then, 2 m above the ground, both brakes are applied smoothly and forcefully to full arm extension, below the seat of the harness, resulting in a full flare and reduced speed on landing. In stronger winds, the flare can be reduced or eliminated to prevent being blown back when landing.

Warning: 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.

Do not drop the canopy is on it's nose after landing. This could damage the profile of the glider.



Acceleration (with speed system)

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 pulleys are touching.

Before using an acceleration system you must ensure that it is attached properly and that the speed system and harness are adjusted to each other for best performance.

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.

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** remains intact at increased speed because of the adapted geometry of the acceleration 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. 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.

Towing

Generally the **WILDCAT** 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 **WILDCAT**, 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"

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 the pressure on the brakes decreases, then pull down more on the brakes for a short moment to avoid a possible collapse. According to the strength and length of turbulences this can be more than 100% of the brake path for a short time. Under normal conditions, with 100% of the brake path is the point where deep stall begins.



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.

III. Descent Techniques

Warning: *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.*

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

Big and Small Ears

The aim of this manoeuvre is to descend in strong thermals. Take the outer A-risers of the **WILDCAT** in your hand, without releasing the brakes and pull down leaving it run through your hands (use gloves!). Sink rate increases to 5m/ sec but not the forward speed.

If you use the acceleration system then sink speeds of 5 m/sec 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.

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.

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

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.



Entering a B-line-stall can also be damaging to the canopy material because of the strain on certain points of the material. This is mentioned in several other user manuals.

Warning: *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. **WILDCAT** 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. Safe decent rates of 7-9 m/ sec are possible. 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.

The **WILDCAT** 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.

Warning: *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

During a parachutal stall a paraglider has no forward movement anymore but very big sinkrates.

- Letting go of the B-risers too slowly exiting a B-stall with old porous material
- damaged lines or ribs,
- pulling the C or D-riser,
- incorrect take off weight,
- a wet canopy or a very low air- temperature

can result in the glider going parachutal falling vertically but still holding its shape. Normally, letting up on the breaklines will allow the glider to resume normal flight. If the canopy and the lines are in good working condition, the **WILDCAT** will speed up again automatically after 2-3 seconds. Should this fail to happen you must push the A-risers forward or use the speed-system of the glider.

Warning: *Never pull the brakelines 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. To keep the flying direction during this incident, you have to brake the opposing open part of the wing.

If you do not react actively on the asymmetric collapse by braking the open side, the **WILDCAT** mostly opens automatically within a half turn or less.

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.*

After you have stopped the turning of the collapsed glider by braking the open side, you can open the collapsed side by pumping with the brake-line on the collapsed side.

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

Cravat

This never occurred during any of our test flights. However, 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 **WILDCAT**, 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 **WILDCAT** 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. Not until the glider is above the pilot again the steering lines can be released moderately quick and symmetrically.*

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 **WILDCAT** will return to normal flight.

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.*

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 off the 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

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** 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** inspected by a trained ICARO technician. Without regular certified inspections, your glider will lose its certification and 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). 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.



If the glider is not in great condition, the technician can decide to shorten the inspection interval time from 24 to 12 months. 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 gives 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?

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

- 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 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.

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 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!** 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.



Fly & more Handels GmbH ICARO Paragliders
Hochriesstraße 1,83126 Flintsbach, Germany
 telephone: +49-(0) 8034-909 700 Fax: +49-(0) 8034-909 701
 Email: office@fly-more.com Web: <http://www.icaro-wings.de>





Appendix: Guarantee card, Certification, Airborne Sports Equipment, Lineplan

GUARANTEE CARD (Please cut out)

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

Deutscher Hängegleiterverband e. V. im DAeC
DHV-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



MUSTERPRÜFBESCHEINIGUNG

Gleitschirm

Musterprüfnummer **DHV GS-01-1896-10**

Bezeichnung des Gerätemusters

ICARO WildCat XS

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:

Fly & more GmbH, ICARO, Hochriesstraße 1, 83126 Flintsbach, Deutschland

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrtgerät und der Lufttüchtigkeitsforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 12.04.2010.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: **DHV GS-01-1896-10**

12.04.2010

Datum der Ausstellung

Unterschrift

n. A. V. K. ...
Deutscher Hängegleiterverband e.V.
Miesbacher Straße 2, 83703 Gröden



GS Musterprüfung ICARO WildCat XS

Seite 1 von 1



Deutscher Hängegleiterverband e.V. im DAeC
DHV-Technikreferat
 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel

LUFTSPORTGERÄTE-KENNBLETT GLEITSCHIRM

Geräte-Kennblatt Nr.: DHV GS-01-1896-10

Ausgabe: 0

Datum: 12.04.2010

Musterprüfung

Gerätemuster: ICARO WildCat XS

Hersteller: Fly & more GmbH, ICARO

Datum der Musterprüfbescheinigung: 12.04.2010

Angewandte Prüfrichtlinien: LTF NFL II-35/03 und 91/09, EN 926-2:2005, LTF NFL II-35/03

Merkmale und Betriebsgrenzen

Gerätengewicht (ohne Packsack kg): 5,6

Zulässiges Startgewicht (kg) min. / max.: 57 / 75

Anzahl der Sitze min. / max.: 1 / 1

Klasse: B

Gurtzeugbeschränkung:

Fußbeschleuniger: Ja

Trimmer (von Hand zu bedienen): Nein

Projizierte Fläche (m²): 18,5

Windenschlepp: Ja

Tragegurtlängen (mm):

	A	A2	B	C	D
normal	500	500	500	500	500
beschleunigt	370	390	390	445	500

Leinenlängen (mm):

	A	B	C	D	BR
1	6351	6275	6362	6473	7218
2	6317	6242	6306	6427	7011
3	6272	6208	6274	6390	6932
4	6295	6225	6297	6406	6802
5	6270	6198	6265	6388	6689
6	6237	6166	6240	6356	6695
7	6225	6151	6233	6340	6675
8	6237	6164	6242	6344	6600
9	6208	6153	6155	6223	6637
10	6108	6061	6080	6139	6578
11	6032	5975	6008	6040	6470
12	5979	5923	5939	5966	6379
13	5786	5746	5740	5785	6329
14	5711	5705	5715		

Sonstige Besonderheiten:

Nachprüffristen: 24Mo / 200h

Schulungstauglichkeit (Herstellerangabe): Nicht für Schulung geeignet

Betriebsanweisungen

Betriebsanleitung in der genehmigten Fassung vom 12.2.2010 V1.2-D

h.v. A. Veldan Oberke
 Deutscher Hängegleiterverband e.V.
 Miesbacher Straße 1, 32703 Gmund

Deutscher Hängegleiterverband e. V. im DAeC
DHV-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



MUSTERPRÜFBESCHEINIGUNG

Gleitschirm

Musterprüfnummer **DHV GS-01-1876-10**

Bezeichnung des Gerätemusters

ICARO WildCat S

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:

Fly & more GmbH, ICARO, Hochriesstraße 1, 83126 Flintsbach, Deutschland

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrtgerät und der Lufttüchtigkeitsforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 10.02.2010.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: **DHV GS-01-1876-10**

10.02.2010

Datum der Ausstellung

Unterschrift

in. A. Kainz
Deutscher Hängegleiterverband e.V.
Miesbacher Straße 2, 83703 (Gmund)



GS Musterprüfung ICARO WildCat S

Seite 1 von 1



Deutscher Hängegleiterverband e.V. im DAeC
DHV-Technikreferat
 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel

LUFTSPORTGERÄTE-KENNBLETT GLEITSCHIRM

Geräte-Kennblatt Nr.: DHV GS-01-1876-10

Ausgabe: 0

Datum: 10.02.2010

Musterprüfung

Gerätemuster: ICARO WildCat S

Hersteller: Fly & more GmbH, ICARO

Datum der Musterprüfbescheinigung: 10.02.2010

Angewandte Prüfrichtlinien: LTF NFL II-35/03 und 91/09, EN 926-2:2005, LTF NFL II-35/03

Merkmale und Betriebsgrenzen

Gerätegewicht (ohne Packsack kg): 6.3

Zulässiges Startgewicht (kg) min. / max.: 65 / 90

Anzahl der Sitze min. / max.: 1 / 1

Klasse: B

Gurtzeugbeschränkung:

Fußbeschleuniger: Ja

Trimmer (von Hand zu bedienen): Nein

Projizierte Fläche (m²): 21.05

Windenschlepp: Ja

Tragegurtlängen (mm):

	A	A2	B	C	D
normal	510	510	510	510	510
beschleunigt	370	390	390	450	510

Leinenlängen (mm):

	A	B	C	D	BR
1	6780	6704	6758	6868	7590
2	6741	6664	6700	6825	7359
3	6696	6629	6666	6782	7260
4	6719	6643	6684	6801	7133
5	6689	6623	6663	6780	7009
6	6660	6583	6632	6745	7017
7	6644	6564	6629	6724	6992
8	6662	6579	6638	6729	6909
9	6597	6548	6570	6637	6948
10	6492	6452	6488	6542	6902
11	6416	6374	6410	6448	6790
12	6364	6317	6339	6362	6683
13	6184	6134	6124	6173	6638
14	6105	6084	6117		

Sonstige Besonderheiten:

Nachprüffristen: 24Mo / 200h

Schulungstauglichkeit (Herstellerangabe): Nicht für Schulung geeignet

Betriebsanweisungen

Betriebsanleitung in der genehmigten Fassung vom 12.2.2010 V1.2-D

W. A. V. K. S. K. S.
 Deutscher Hängegleiterverband e.V.
 Miesbacher Straße 2, 82703 Gmund

Deutscher Hängegleiterverband e. V. im DAeC
DHV-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



MUSTERPRÜFBESCHEINIGUNG

Gleitschirm

Musterprüfnummer ***DHV GS-01-1877-10***

Bezeichnung des Gerätemusters

ICARO WildCat M

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:

Fly & more GmbH, ICARO, Hochriesstraße 1, 83126 Flintsbach, Deutschland

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrtgerät und der Lufttüchtigkeitsforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 10.02.2010.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: *DHV GS-01-1877-10*

10.02.2010

Datum der Ausstellung

Unterschrift


Deutscher Hängegleiterverband e.V.
Miesbacher Straße 2, 83703 Gmund



Deutscher Hängegleiterverband e.V. im DAeC
DHV-Technikreferat
 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel

LUFTSPORTGERÄTE-KENNBLETT GLEITSCHIRM

Geräte-Kennblatt Nr.: DHV GS-01-1877-10

Ausgabe: 0

Datum: 10.02.2010

Musterprüfung

Gerätemuster: ICARO WildCat M

Hersteller: Fly & more GmbH, ICARO

Datum der Musterprüfbescheinigung: 10.02.2010

Angewandte Prüfrichtlinien: LTF NFL II-35/03 und 91/09, EN 926-2:2005, LTF NFL II-35/03

Merkmale und Betriebsgrenzen

Gerätengewicht (ohne Packsack kg): 6.3

Zulässiges Startgewicht (kg) min. / max.: 80 / 110

Anzahl der Sitze min. / max.: 1 / 1

Klasse: B

Gurtzeugbeschränkung:

Fußbeschleuniger: Ja

Trimmer (von Hand zu bedienen): Nein

Projizierte Fläche (m²): 22.84

Windenschlepp: Ja

Tragegurtlängen (mm):

	A	A2	B	C	D
normal	510	510	510	510	510
beschleunigt	370	390	390	450	510

Leinenlängen (mm):

	A	B	C	D	BR
1	7068	6987	7025	7147	7921
2	7029	6948	6972	7104	7738
3	6991	6898	6935	7051	7660
4	6998	6920	6958	7071	7422
5	6961	6898	6930	7051	7306
6	6931	6860	6899	7016	7315
7	6919	6850	6887	6993	7265
8	6929	6863	6902	6996	7179
9	6861	6815	6838	6902	7222
10	6758	6711	6752	6813	7174
11	6680	6628	6674	6707	7035
12	6623	6565	6593	6624	6942
13	6444	6400	6390	6439	6886
14	6365	6350	6395		

Sonstige Besonderheiten:

Nachprüffristen: 24Mo / 200h

Schulungstauglichkeit (Herstellerangabe): Nicht für Schulung geeignet

Betriebsanweisungen

Betriebsanleitung in der genehmigten Fassung vom 12.2.2010 V1.2-D


 Ina Kerstin Siebert
 Deutscher Hängegleiterverband e.V.
 Miesbacher Straße 2, 83703 Gmund

Deutscher Hängegleiterverband e. V. im DAeC
DHV-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



MUSTERPRÜFBESCHEINIGUNG

Gleitschirm

Musterprüfnummer **DHV GS-01-1878-10**

Bezeichnung des Gerätemusters

ICARO WildCat L

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:

Fly & more GmbH, ICARO, Hochriesstraße 1, 83126 Flintsbach, Deutschland

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrtgerät und der Lufttüchtigkeitsforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 10.02.2010.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: **DHV GS-01-1878-10**

10.02.2010

Datum der Ausstellung

Unterschrift

Deutscher Hängegleiterverband e. V.
Miesbacher Straße 2, 83703 Grmund



GS Musterprüfung ICARO WildCat L

https://admin.dhv.de/odb/report.php?&qj=25007kbs&item=22820&...



Deutscher Hängegleiterverband e.V. im DAeC
DHV-Technikreferat
 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel

LUFTSPORTGERÄTE-KENNBLETT GLEITSCHIRM

Geräte-Kennblatt Nr.: DHV GS-01-1878-10
Ausgabe: 0
Datum: 10.02.2010

Musterprüfung

Gerätemuster: ICARO WildCat L
Hersteller: Fly & more GmbH, ICARO
Datum der Musterprüfbescheinigung: 10.02.2010
Angewandte Prüfrichtlinien: LTF NFL II-35/03 und 91/09, EN 926-2:2005, LTF NFL II-35/03

Merkmale und Betriebsgrenzen

Gerätegewicht (ohne Packsack kg): 6.5
Zulässiges Startgewicht (kg) min. / max.: 100 / 125
Anzahl der Sitze min. / max.: 1 / 1
Klasse: B
Gurtzeugbeschränkung:
Fußbeschleuniger: Ja
Trimmer (von Hand zu bedienen): Nein
Projizierte Fläche (m²): 25.18
Windenschlepp: Ja
Tragegurtlängen (mm):

	A	A2	B	C	D
normal	510	510	510	510	510
beschleunigt	370	390	390	450	510

Leinenlängen (mm):

	A	B	C	D	BR
1	7421	7329	7383	7504	8177
2	7373	7277	7335	7467	8050
3	7328	7235	7284	7411	7931
4	7345	7248	7314	7434	7791
5	7317	7224	7276	7408	7662
6	7280	7192	7249	7372	7678
7	7260	7173	7233	7343	7658
8	7271	7190	7250	7352	7566
9	7216	7163	7184	7256	7609
10	7108	7055	7088	7160	7556
11	7018	6962	7001	7052	7420
12	6954	6908	6924	6959	7306
13	6759	6709	6694	6750	7250
14	6677	6649	6693		

Sonstige Besonderheiten:

Nachprüffristen: 24Mo / 200h
Schulungstauglichkeit (Herstellerangabe): Nicht für Schulung geeignet

Betriebsanweisungen

Betriebsanleitung in der genehmigten Fassung vom 12.2.2010 V1.2-D

in. A. Kersch
 Deutscher Hängegleiterverband e.V.
 Miesbacher Straße 2, 83703 Gmund



ICARO
PARAGLIDERS

