CLOU

MANUAL

Version 1/ 2015©

ICARO

PARAGLIDERS

Verification of Checks and repairs

CLOU Serial number: ……………………….…………… First check by ICARO / date: ….……………………	…………………………… Name/ Stamp

Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date
Porosity value	Strength value of the lines	Estimated condition optical: technical:

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Porosity value	Strength value of the lines	Estimated condition optical: technical:

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Congratulations on buying your

CLOU

and welcome to the family

of ICARO - pilots!

Before you get to know your glider please read the manual, there is important information inside.

Your **CLOU** is pattern tested as a normal glider in A[1] and therefore a “paraglider with good passive safety and forgiving flight characteristics. It is relatively resistant to abnormal flight conditions. It is appropriable for all pilots including pilots of all training levels.” It also is tested for flying with motor drive.

The use of this paraglider is entirely at your own risk. It may be only used for those purposes described in this manual.

It is strictly prohibited to fly the CLOU

- ***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,***
- ***tandem- flying and***
- ***Aerobatics.***

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

Our products are made with great care and state of the art. Each glider before it is delivered to the dealer or flight school is checked by ICARO paragliders (incoming test). This date is entered in the identification plate and as well guarantee as the first 2-year-check period starts. The incoming test must also be documented in the manual. Test flights are made only on a random basis.

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

This date is entered in the identification plate and as well guarantee as the first 2-year-check period starts. If this seal is missing, it must be assumed that this glider is not identical in construction with the model tested at the specification center.

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[1] Used harness in accordance with EN 1651:1999, and EN 12491:2001

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

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

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

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

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

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

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

You can only fly your glider with a valid flying license and in accordance with local rules and regulations.

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

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

Many countries have specific regulations or laws regarding paragliding activity. It's your responsibility to know and observe the regulations of the region where you fly.

Environmental aspects:

The materials of which a paraglider is made require a special waste disposal. So please send disused gliders back to us. We will care about a professional waste disposal without costing for you.

Please do our nature-near sport in a way which does not stress nature and environment!

Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

Especially at the launch site consideration is needed!

To get to know your ***CLOU***

Harnesses with bulky protection are not suitable for flying with a motor. The harness used must be registered along with the paraglider and the motor. In Austria and Germany, inspection and approval as well as registration at the EAPR resp. ÖAEC is degreed. For all combinations glider and paramotor compatibility check is obligated.

Allowed for training	yes
Allowed for towing	not tested
Certified / allowed for aerobatics	no/ no
Certified / allowed for flying with passengers	no/ no
Certified / allowed for flying with motor drive	yes

Technical data		**S**	**M**
Wing Area Flat	m²	28,4	30,7
Wing Area Projected	m²	26,3	29,3
Wing Span Flat	m	12,2	12,8
Aspect Ratio	A/R	5,3	5,3
Cells		40	40
Take off weight without motor	kg	80-105	100-125
Take off weight with motor	kg	80-125	100-139
Weight of the glider	Kg	5,9	6,1
Risers		4+1	4+1
Certification without motor	LTF	1	1
Certification with motor	EAPR	approved motor glider	
Recommended storage temperature	Celsius		+ 5^0 to + 30^0
Recommended storage humidity	% rel. H.		55% to 75%
Check interval	24 months or 150 operating hours, depending on what occurs sooner.		

Canopy

The canopy of the ***CLOU*** 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. On the entry- and trailing-edge of the canopy a special ribbon with low elongation is sewn in, which offers cunning, by our design-software calculated tension-distribution along the canopy.

Lines

To ensure durability, we use Liros Dynema and Edelrid Technora with HMA core (High Molecular Aramid) and a PE covering for the other lines. Depending on the line level, we use different line diameters. The complete geometry of the lines is shown on the single line plan, which you find in the annex of the manual.

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

Risers

For motor flying the ***CLOU*** has special risers with many details and specifications which are also adapted for flying without motor when **trimmers are closed and using the lower hang point.**

This are 4 fold risers with trimmer, separated A-risers and an acceleration system which will be activated with a footbar. They are fitted with two hang points at different heights (2a, 2b).

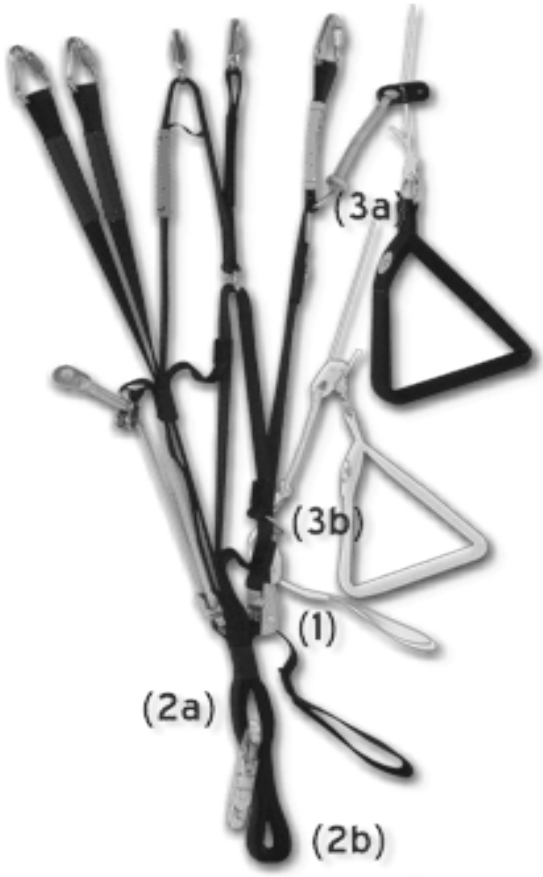
The risers can be either long or short depending on the height of the motor, so as to ensure that the lines and the brake loops can be reached.

Also the risers have trimmers (1) which allow the pilot to counter the torque effect and an acceleration system to increase the cruising speed.

The risers also has two return pulleys (3a, 3b) in different high for the brake lines which you can fit to different motors or suspension points.

We recommend that you always have the trimmers closed when launching or landing.

Correct length of the main brake line must not be altered.



Flying with the **CLOU**

We can not guarantee that the following descriptions on all combinations (motor-glider-harness) always apply. Manufacturers are required for confirmations, which certify that the combination was tested according to the latest technology and standards. Compatibility tests are causing to the request for amendment/extension of certification by the engine manufacturer.

Flight preparation

- Whilst unfolding your paraglider check the canopy and cell walls for damage. Always take into consideration that the paraglider may have become damaged during transportation.
- Check the lines for knots, twisting and damage, the brake lines for knots, kinks and their symmetric. Loose or incorrect brake knots can cause serious accidents through loss of the steering of the glider! The correct length of the main brake line must not be altered.

- Separate the line groups carefully and bring the risers in order. All lines must run freely from harness to canopy. It is equally important that the lines are unhindered and cannot get caught up during the launch.
- Check your harness and make sure that all connections to pilot are correctly closed. Check that all karabiners are closed and can not be opened accidentally in flight, the risers are not twisted and the TSO is set to the same length on both sides!
- Check canopy (all cells are open), wind direction and airspace.

Launch

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

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

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

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

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

Do not accelerate until the canopy has risen above the propeller wash. The motor thrust should be as horizontal as possible (pay attention to the position of your body).

Active flying

When flying in strong thermals release the brakes and reduce the motor's rpm so that you do not go into a dynamic stall. However, when you are leaving a thermal, brake the canopy well and increase the rpm so as to avoid pitching forward and a possible frontal tuck. 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.

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

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

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

Turning

A combined steering technique (weight shift and pulling the brake line on the inside of the curve) is suitable for every situation. The ***CLOU*** is agile and reacts to steering impulses quickly and directly. Strong, one sided pulling of the brakes brings the ***CLOU*** into an obvious side angle and the glider flies fast steep curves until spiral dive begins. A little more brake is needed to counter torque effect if you want to achieve the same dynamics and banking as you get when turning in the direction of the torque

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 brake-line!

Landing

The ***CLOU*** 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. When you are landing without running motor should not slow down the ***CLOU*** too strong before landing because of the comparatively high surface-loading. You have also the option of using the motor to assist the landing approach.
The height and speed can be controlled using the brakes and the rpm until you touch the ground.

If you leave the inflated leading edge bang on the ground, this can cause the cell walls to burst!

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

Descent Techniques

- ***Training of descent techniques and simulation of flight incidents (SFI) should only take place at professional safety training seminars with professional trainer and only while flying over water.***
- ***Before inducing any exercise control the airspace beneath.***
- ***During the exercises stay in contact with the canopy.***
- ***If the glider is out of control, use your rescue system.***

All maneuvers in lost motion of the paramotor.

Big & Small Ears

Take the outer A-risers of the ***CLOU*** 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. 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. Never attempt tight turns or spirals with Big Ears, as the A-lines will be over stressed.

B-Line-Stall

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

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

Spiral Dive

To initiate a spiral dive, look in the direction you want to go, roll your body weight in that direction and at the same time smoothly pull down on the inside brake. Whilst flying at full speed, start to apply the brake on one side. This will steer the paraglider into a turn with a strong bank. You can tell that you are in a spiral dive if you are being pressed hard against your seat (high centrifugal force).

There is an increased negative tendency when you begin the maneuver given the torque effect of the motor.

Look down before and during a spiral dive so that you can tell how far you are from the ground! To keep the wing under control you must pull and release the inside brake. 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 ***CLOU*** 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 maneuver 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.

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.

Wingover

Wingovers are induced by flying alternating turns; each time letting the pendulum effect increases the bank angle. The **CLOU** 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.

What happens when it happens?

Knots and tangles

The best way to avoid knots and tangles is to inspect the lines before you inflate the wing for take-off. If you notice a knot before take off, immediately stop running and do not take-off.

If you have taken-off with a knot you will have to correct the drift by leaning on the opposite side of the knot and gently apply the brake line on that side too. You can

gently try to pull on the brake line to see if the knot becomes unfastened or try to identify the line with the knot in it. Try to pull the identified line to see if the knot releases. If the knot is too tight and you cannot remove it, carefully and safely fly to the nearest landing place.

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

Deep / Parachute Stall

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

Never pull the brake-lines during a parachute stall, because the glider would go into a full stall immediately. Never step on the gas of your paramotor.

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.

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

Emergency Steering

Should it no longer be possible to steer your **CLOU**, for example due to a broken line, the glider may be steered by gently pulling on either rear riser. We recommend for emergency control in the air to use the stabilo line.

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

Negative Spin

If the pilot abruptly applies full brake to one side of the glider while the other side is at zero brake, the faster side may fly around the braked and stalled side resulting in a spin. Alternatively, if flying very slowly with almost full brakes on both sides, if one hand releases one brake suddenly, while the other continues with full brake,

the glider may enter a negative spin. To exit a spin with your ***CLOU*** just do “hands up” to release the brakes and the glider will return to normal flight.

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

Front stall

After a front stall of the canopy, the wing moves backwards while the pilot with his higher mass moves further ahead. Wing behind, pilot ahead, significantly high angle of attack – there is clearly only one thing to do: Do not break or you run the risk of a dangerous stall.

The pilot must not pull the control lines before the canopy is at least above him again. If the canopy then shoots forward dynamically, it is absolutely vital to stop the motion in a consistent and decisive manner via the brakes.

Full Stall

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

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

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

Care instructions, repairs, inspection

Care Instructions

- Even with good care and maintenance, just like any item exposed to the elements, your glider can wear out after a certain amount of use. This can change flight behavior and safety. We recommend a regular safety inspection of the canopy and all lines.
- If you clean your glider it is best to use warm water and a soft sponge.
- Store your glider in a dry and dark place, ideally between 5° and 30° Celsius and humidity between 55 and 65%. Do not store it near chemicals or petrol.
- If you will not fly for longer period, store the glider releasing all compression straps and take it out of its backpack so that the fabric is not compressed, creased or stretched.
- Avoid storing your glider for days at a time in a hot car.
- Never use chemical cleaning agents, brushes or hard sponges on the material, as these destroy the coating and affect the strength of the cloth. The canopy will become porous and will loose structural strength.
- Never attempt to clean your paraglider in a washing machine. Even without using detergents the simple mechanical abrasion will quickly finish the canopy and render it useless.

- If you are flying near the sea most the wing may age faster because the air is humid and salty. In this case we suggest you have it checked more often than prescribed in this manual.
- Also avoid dipping it in a swimming pool; the chlorine will damage the cloth.
- If you must rinse or clean your glider do so with fresh water. Frequent cleaning will accelerate the ageing process***.***
- If the glider has become wet, lay it out so that air can get to all areas of the fabric.
- Always make sure that your intended logo will not in any way influence the glider behavior. If in doubt we suggest avoiding the attachment of advertising logos on the wing. ICARO paragliders cannot be held responsible for any mishaps caused by intentional after sales changes done to the wing.
- The **CLOU** is a very strong paraglider. Flying all the descent or acrobatic exercises will not normally pose a structural problem but aerobatic training does accelerate the ageing process dramatically.
- There is no special method packing your glider. ICARO paragliders commends the “Cell to Cell-method bag because the reinforcements of the leading edge stay flex-free on top of each other and do not fold.

When you did not fly for a longer period ICARO commends to check the glider (e.g. mildew stains, splice of the lines, corrosion of the shackles and carbines). If you are not convinced of the gliders airworthiness please send your glider to an authorized ICARO dealer to check your glider. The same is commended for harnesses. Attaching heavy adhesive logos made out of unsuited material to the wing may result in the revocation of the glider’s guarantee. Do not fold and store your glider prematurely if it not completely dry. The performance of a wet glider can change significantly.

Repairs

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

Small holes in the canopy 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. Please contact ICARO paragliders for information about single line lengths. If **CLOU** needs to be repaired, please contact your local ICARO Paragliders dealer.

Inspection

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

Inspection interval

24 months or **150** operating hours**,** depending on what occurs sooner.

Without regular certified inspections, your glider will loose its pattern test result and guarantee.

ICARO recommends having wings that are often used for training of descent maneuvers, acrobatics or flying in salty ore sandy conditions subjected to checkups all 100 operating hours or 12 month. It is also important, that ground handling also will be considered. All gliders, especially gliders manufactured with light and thin material are mechanically more stressed than other gliders. Therefore ICARO recommends multiplying ground handling time with the factor 1,5.

Not only gliders have a recurrent inspection interval. Airworthiness of harnesses, snap hooks and rescue systems must also be verified. Generally it is recommended to change aluminum snap hooks after 24 months or 150 operating hours.

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

Terms of the guarantee

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

Paragliders: **24** month or **150** operating hours**,** depending on what is first

Harnesses: **24** month

Rescue systems: **24** month

Guarantee is only guilty for ICARO products with LTF/ EN certification [1].

What is covered by the guarantee?

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

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

What are the conditions of the guarantee?

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

- ICARO paragliders needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The glider / the harness was used in normal circumstances and maintained according to the instructions. This includes in particular the careful drying, cleaning and storage.

[1] - EN 926-1 und EN 926-2 for gliders, EN 1651 for rescue systems , EN 12491 for harnesses, all at the time guilty version
- LTF/ NfL II 91/09 und NfL 2-60-14

- The glider / the harness were used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.
- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by ICARO paragliders company / person and properly documented.
- The online form on www.icaro-paragliders.com must be sent at least 6 weeks after buying to ICARO paragliders.

What is excluded from guarantee?

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

In case of a concluded claim the period of guarantee carries on. The period of guarantee and the connected claim are not prolongated and are only valid until the original date of expiry.

The freight costs (transport to and from) are not paid by ICARO paragliders.

Annex

Guarantee Card

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

Users needs for Inspections

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

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

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

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

Inspection Instructions

Record Information

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

Porosity Test

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

Visual Control of the Canopy

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

Visual Control of the Risers and Lines

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

Strength test of the lines

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

Measurement of the lines

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

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

Assessment

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

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

General Remarks

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

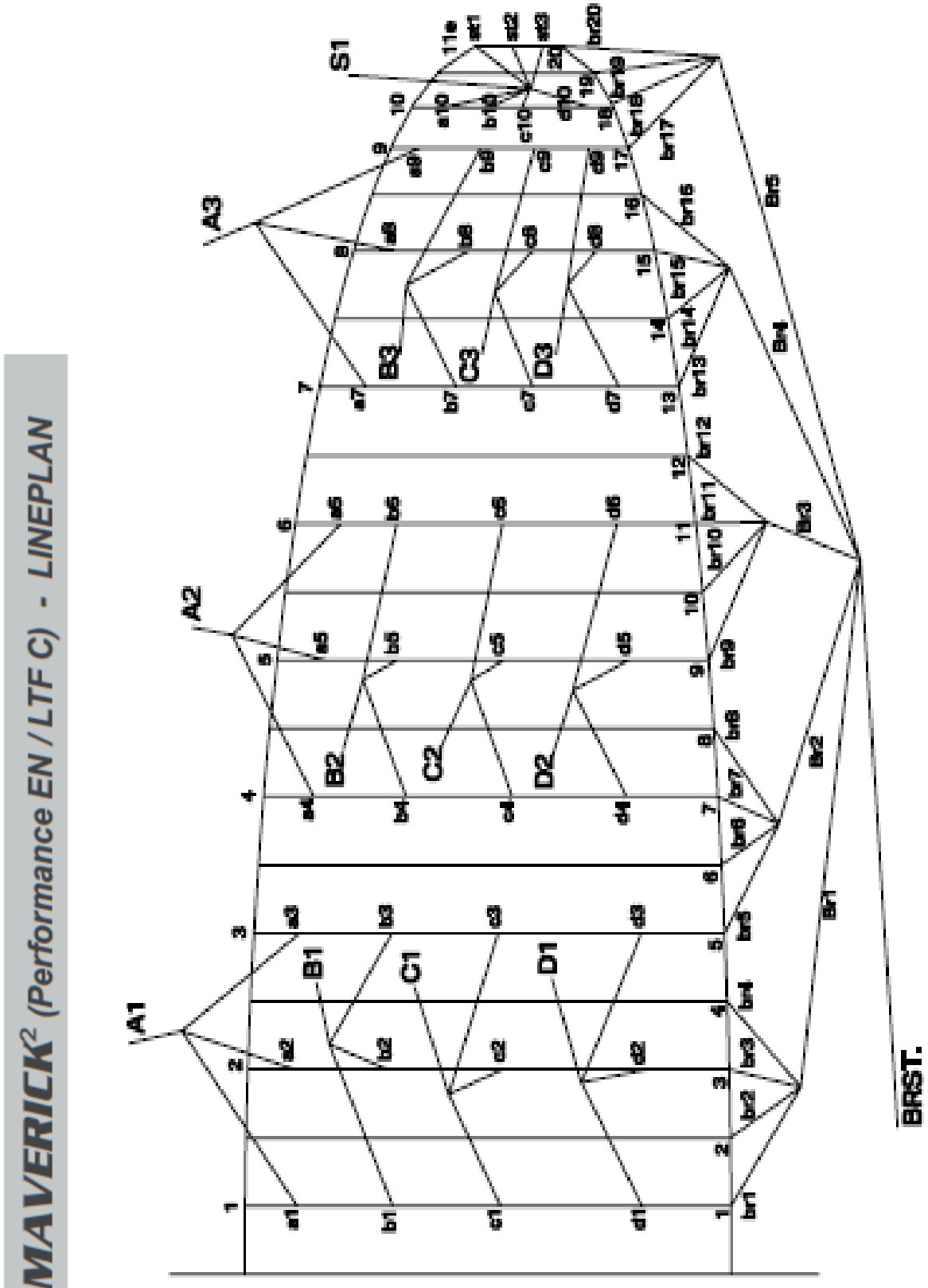
The technician must report any unusual faults to ICARO Paragliders within 3 days.

Inspection Reference

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

Line lengths					
Size M	**A**	**B**	**C**	**D**	**Br**
S1		6330			
S2		6310			
S3		6310			
1	7030	6970	7030	7180	6885
2	6955	6890	6955	7095	6935
3	6970	6915	6980	7120	7030
4	6970	6920	6955	7095	7145
5	6900	6855	6905	7030	7230
6	6925	6875	6930	6995	7230
7	6865	6810	6835	6915	7240
8	6710	6660	6680	6730	7300
9	6595	6545	6545	6570	7315
10	6565	6470	6455	6510	7265
11					7300
12					7365
13					7405
14					7400
15					7450
16					7565
17					7665
18					7705
19					7820
20					8005

Line lengths					
Size L	**A**	**B**	**C**	**D**	**Br**
S1		6560			
S2		6535			
S3		6535			
1	7320	7265	7305	7455	8415
2	7240	7185	7235	7375	8210
3	7260	7205	7250	7400	8075
4	7260	7205	7230	7370	7990
5	7180	7140	7180	7285	7860
6	7210	7165	7210	7260	7740
7	7405	7095	7100	7160	7660
8	6990	6935	6940	6965	7665
9	6870	6805	6795	6795	7615
10	6810	6680	6685	6740	7550
11					7515
12					7570
13					7550
14			**E**		7530
15			7545		7480
16			7470		7505
17			7480		7395
18					7270
19					7170
20					7175


MAVERICK² (Performance EN / LTF C) - LINEPLAN
S1
A3
A2
A1
B3
C3
D3
B2
C2
D2
B1
C1
D1
BRST.

Dispatch protocol/ Delivery content

Piece check complete	☐
Inner bag	☐
Compression band	☐
Risers bag	☐
Outer rucksack	☐
Manual	☐
Repair set	☐
Gift	☐
Sticker	☐

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Date Signature