ICARO
PARAGLIDERS

INNOVATIVE
CREATIVE
AIRCRAFT MADE IN
ROSENHEIM

# *MANUAL*

© Fly & more Handels GmbH ICARO Paragliders


# *ACRO*

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TÜV SÜD ISO 9001

# *Congratulations on buying your NIKITA 2 and welcome to the family of ICARO- pilots!*

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 our Homepage www.icaro-paragliders.com.

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# IMPORTANT INFORMATIONS

THIS PARAGLIDER WAS PRODUCED WITH GREAT CARE SO THAT YOU CAN ENJOY MANY FLIGHTS, BUT BE AWARED:

- PARAGLIDING IS AN EXTREMELY DEMANDING SPORT REQUIRING THE HIGHEST LEVELS OF ATTENTION, JUDGMENT, MATURITY, AND SELF-DISCIPLINE. DUE TO THE INHERENT RISKS IN FLYING THIS OR ANY PARAGLIDER.
- NO GUARANTEE OF ANY KIND CAN BE MADE AGAINST ACCIDENTS, INJURY, EQUIPMENT FAILURE, AND/OR DEATH.
- IT IS ASSUMED THAT THE PILOT IS IN POSSESSION OF THE NECESSARY QUALIFICATIONS AND PROVISIONS OF ANY RELEVANT LAWS ARE OBSERVED.
- EVERY PILOT MUST ENSURE THAT THE PARAGLIDER IS PROPERLY CHECKED AT REGULAR INTERVALS.
- THIS PARAGLIDER IS NOT COVERED BY PRODUCT LIABILITY INSURANCE.
- DO NOT FLY UNLESS YOU ARE PERSONALLY WILLING TO ASSUME ALL RISKS INHERENT IN THE SPORT OF PARAGLIDING AND ALL RESPONSIBILITY FOR ANY PROPERTY DAMAGE, INJURY, OR DEATH, WHICH MAY RESULT FROM USE OF THIS PARAGLIDER.
- THE USE OF THIS PARAGLIDER IS ENTIRELY AT YOUR OWN RISK. EVERY PILOT BEARS THE RESPONSIBILITY OF HIS/HER OWN SAFETY. THE MANUFACTURER OR DISTRIBUTOR ASSUMES NO RESPONSIBILITY FOR ACCIDENTS OCCURRING WHILE USING IT.
- PLEASE READ THIS MANUAL THOROUGHLY BEFORE YOUR FIRST FLIGHT WITH THE ***NIKITA 2***. THIS MANUAL GIVE YOU INFORMATIONS ON THE ENTIRE SPECIFIC AND GENERAL FLYING CHARACTERISTICS OF THE ***NIKITA 2***.
- THIS MANUAL DOES NOT REPLACE ATTENDING A PARAGLIDING SCHOOL.
- SHOULD YOU DECIDE TO SELL THIS PARAGLIDER AT A LATER DATE, PLEASE PASS ON THIS MANUAL TO THE NEW OWNER.

## IT IS STRICTLY PROHIBITED TO FLY THE *NIKITA 2*

- 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

## GUARANTEE INFORMATION

WE ASK FOR YOUR UNDERSTANDING THAT ALL GUARANTEE CLAIMS (CAN BE READ IN THE SECTION GUARANTEE TERMS IN THIS MANUAL) CAN ONLY BE PUT TO A CLAIM IF

- THE CORRECTLY COMPLETED GUARANTEE CARD IS FILLED OUT (CAN BE FOUND IN THIS MANUAL OR ON OUR WEBSITE WWW.ICARO-PARAGLIDERS.COM) AND SENT TO FLY & MORE HANDELS GMBH ICARO PARAGLIDERS WITHIN 6 WEEKS AFTER PURCHASING THE GLIDER AT AN OFFICIAL DEALER/SCHOOL OF ICARO PARAGLIDERS AND
- THE FIRST 2-YEAR-COMPLETE-CHECK IS CARRIED OUT BY AN FROM ICARO PARAGLIDERS AUTHORISED CHECK ESTABLISHMENT.

***The Guarantee will be prolonged to 200 flight hours /3 years.***

# I. Your ***NIKITA 2***

## *Characteristics of NIKITA 2*

We recommend that all talented ***NIKITA 2*** acro pilots who have already gained enough experience in all extremly maneuvers with small screens.

Despite the great inherent stability of the ***NIKITA 2*** needed during the execution of maneuvers with a delicate little hands.

In the tests proved that a pilot with 95 kg takeoff weight all Acrofigures (incl. Rhytmic to Infinite) can fly with all sizes. Depending on the surface load maneuvering falling out with different dynamics.

The loss of altitude while flying maneuvers varies with the surface load. The greater the surface area exposed, the more height loss, and violent reactions from collapses and application can be the result.

The new ***NIKITA 2*** is the logical development of ***NIKITA***, with which the team "against the grain," won the World Cup competition 2007 "VERTIGO". Xandi Meschuh flew in the discipline with the new NIKITA 2Solo II is the No. 3 overall in the World Cup 2008.

The ***NIKITA 2*** can be flown in a variety of weight ranges. The figures rhythmics - Infinite and all connection heli maneuvers are flyable with a loading capacity between 4.5 kg and 6 kg per square meter.

The line geometry has been changed so that the largest possible tension spread the risers to keep the Mc Twist and the Twist maneuvers similar risk as low as possible.

The ***NIKITA 2*** inspite of the high stability is not a acro glider for freestylers and acro-newbies. The ***NIKITA 2*** has been opened for professionals.

The weight given in the data sheet recommendations will help the pilot to find an optimal mix of dynamism and safety.

***“NIKITA 2 is not suitable for training”.***

## *Technical Data*

| ***NIKITA 2*** | | 17 | 18 | 19 | Spec.21 |
|---|---|---|---|---|---|
| Area flat | m² | 17,31 | 18,40 | 19,45 | 20,95 |
| Projected surface | m² | 15,05 | 15,99 | 16,91 | 18,21 |
| Span flat | m | 9,79 | 10,09 | 10,37 | 10,77 |
| Span projected | m | 8,51 | 8,77 | 9,02 | 9,36 |
| Aspect ratio | A/R | 5,53 | 5,53 | 5,53 | 5,53 |
| Cells | | 57 | 57 | 57 | 57 |
| Start Weight +- 10 Kg | kg | 80 | 85 | 90 | 110 |
| V trim | km/h | 43 | 43 | 43 | 43 |
| V max | km/h | 55 | 55 | 55 | 55 |
| Number of risers | | 4 | 4 | 4 | 4 |

### *Canopy*

***NIKITA 2*** has different colors of the canvas NCV Porcher Marine 9017 E85A, E77A and D70 are being properly implemented. Various coatings provide for a reduction in air permeability, increase the UV-resistance and reduce the weight. The design and materials of the new ***NIKITA 2*** were adapted to the stress in Infinty Tumbling.

***Attentionr:*** ***The NIKITA 2 has no seal of quality, the cap was only undergo a load test.***

### *Lines*

The lines of ***NIKITA 2*** been dimensioned so that the maximum resistance is ensured at all dynamic maneuvers.

Line materials:

Main lines: Kevlar core, jacketed
Galerieleien: Kevlar, unjacked

- Diameter 1.8 mm - effective tensile strength 229 daN
- Diameter 1.1 mm - effective tensile strength 114 daN.
- Diameter 0.9 mm - effective tensile strength 125 daN.

### *Risers*

***NIKITA 2*** has 4 fold risers with acceleration system.

### *Harness*

We recommend to fly with ***NIKITA 2*** a Acro harness. These seat belts are adapted to high loads during the flight. Also own Acro harness place for two second chances for double security.

## II FLYING TIPS

### *Flying with the NIKITA 2*

Despite the small air intake openings, the ***NIKITA 2*** starts very good. However, at high surface loading of the "takeoff-speed" higher than normal paragliders. The control paths are kept short so that all maneuvers, except for the Mc-Twist, can be flown without winded stearing lines.

In ***NIKITA 2*** the stable point lies approximately on carabiner height. At full stall, for example, the hands should only be to slightly brought under the stall point. In the stable hands should never be entirely streched. Despite the great inherent stability of the ***NIKITA 2*** requires a delicate hand. Covers and folds will be responded with intense shooting and fast turning away.

***Attention:*** ***We recommend flying aerobatic only exert a sufficient amount. With a life vest, it is the surest way to make friends with the flight characteristics of NIKITA 2.***

***The NIKITA 2 must be checked for wear after each aerobatics. When you fold up the cannopy(cell to cell) you also should***

***visually inspect the loops and the stitching on the leading edge. The lines should be regularly checked when packing.***

## *Flying with weight shift and brake*

To fly in Acro a nice long program will require precisely control impulses. "Less is more" is the motto for a well designed wing loading from 5.3 kilograms per square meter surface. Thus, the ***NIKITA 2*** reacts to every little impulse control. It is sufficient to exert gentle pressure to the thigh on the seat.

Also during the maneuvers should be a more "neutral" posture lead to the best of success. To initiate a dynamic satellite maneuvers meet short and harmonious control deflections.

## *Accelerate (using Speed System)*

At the maximum load reached in the fully accelerated ***NIKITA 2*** state more than 60 km / h. In turbulent conditions, the speed system should be used selectively and with feeling.

***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.***

***It makes absolutely no sense - it is even dangerous - at the same time speed and braking. Due to a lower angle of attack in accelerated flight, the front part of the wing becomes more sensitive to turbulence. By simultaneously braking is now shifting the lift in the rear of the wing and the front part of the wing unnecessary burden.***

## *Thermaling*

Despite the high wing loading can thermaling with ***NIKITA 2*** be fun. The art is to keep the wing flat as possible, but still fly very tight radii. Suffice it a slight weight shift to the inside of the curve.

Who is not pressed when turning the outer brake, will find themselves in a spiral dive. Only about the outer brake the wing is prevented from drilling in the deep. Who controls this technology can do in good conditions, long thermal flights.

## *Acro in thermals*

In moving air the behavior of the cap is unpredictable. Already the firing behavior of a full stall-Exit at the entrance of a thermal can not be predicted. Depending on where the cap currently experiencing an updraft, a downdraft or wind shear, the start-up to be completely different.

If you at the end of a beard, you should be able to fly at least 15 seconds straight without being caught by the next turbulence. In this "quiet" air package you can already start with a maneuver.

***Attention:*** ***In general, you are discouraged from aerobatics in turbulent air.***

### *Landing*

The ***NIKITA 2*** flair can be wonderful. However, for a small acro glider always pay attention to the higher trim speed.
Due to the short way to control ***NIKITA 2*** can be brought very quickly into the stall. This is avoided through reason.

***Attention:*** ***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*

The ***NIKITA 2*** is also suitable for wind drag. Basically, for the wind drag the country-specific rules to be observed.

For your own safety you should make sure that you only run by an experienced team with an appropriate and approved towing equipment (winch, jack) will tow.

## III Descent Techniques

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

### *Big & Small Ears*

The ***NIKITA 2*** has a very stable wingtips. The ears open automatically after creation.

***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.

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

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

### *Spiral Dive*

The most effective way to reduce the amount ***NIKITA***, the spiral dive. It is enough to cap with a moderate shift on inside brake and easier to bring the spiral. Thereby the sink rates can be longer than 20 m/s. Disclaimer:

***Attention:*** ***The NIKITA 2remain in the stable spiral position until the pilot active ends it with the outer brake.***

## IV Flight Incidents

***Attention:*** ***The cautious to new aerobatic maneuvres is dangerous. Such flights should only take place over water with life jackets and waiting lifeboat.***

Furthermore, the pilot should inform oneself by a professional, or of good literature (Book Review: Acrobatics, King, Meschuh, Nesler and Oechsle) to get the necessary information.

### *Knots*

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.

Before trying to remove a knot, make sure there are no pilots flying nearby and never try these manoeuvres near the mountainside. If the knot is too tight and you cannot remove it, carefully and safely fly to the nearest landing place.

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

### *Deep / Parachute Stall*

Before exiting a deep stall please ensure that the brakes are fully released. Actively exit the deep stall by reaching up and push forward with both palms on both A-risers or pull on the risers.

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

## *Rain-induced Deep / Parachute Stall*

There are two reasons why flying with a wet wing increases the risk of deep stalling:
First reason is that the canopy cloth may absorb water, making it much heavier and moving the centre of gravity around in unpredictable ways, increasing the risk of a stall/deep stall.

The more water a wing can absorb the higher the risk, which means that older wings with damaged coating are more prone to these deep stalls than new wings. It should also be noted that a wing already flying close to the edge due to line shrinkage or other factors will deep stall sooner due to water absorption.

Second reason has to do with the actual rain drops on the top surface – if enough large rain drops form that the entire top surface is covered, but they don't join together to either flow off or become a homogenous mass, the surface will become so rugged that the airflow separates and the wing stalls.

This phenomenon has been observed on hang gliders and gliders for years but only recently have we discovered that paragliders may also be affected. It is more likely to happen with new wings where the cloth is still highly hydrophobic and the drops thus do not penetrate but remain on the surface.

We know from computer simulations and practical tests that this is physically possible but we also suspect that it occurs very seldom in real life flying.

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

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.

***Attention:*** ***Avoid flying in very humid air or in rain. A wet canopy may have very unpredictable flying characteristics, one of which is a radically increased risk of deep stall!***

## *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.

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

## *Symmetric Collapse*

A glider may collapse symmetrically when flying through sudden down draughts in a front stall or by pulling strongly on the A-risers. The leading edge collapses abruptly along the whole wing span. The pendulum movement is eased by applying the brakes and speeds up re-inflation. Your ***NIKITA 2*** normally re-inflates promptly in a symmetric collapse without pilot input. Applying the brakes symmetrically will speed things up.

## *Cravat*

It matters on a flight failure during a maneuver or after a botched D-bag activation.The ***NIKITA 2*** turns off very quickly, and can be stabilized with the outer brake only with much feeling.

There are a few ways to try to rectify this situation:

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

***Attention:*** ***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 ***NIKITA 2***, for example due to a broken line, the glider may be steered by gently pulling on either D-riser.

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

## *Full Stall*

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

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

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.

***Attention:*** ***Spin and full stall are both dangerous and somewhat unpredictable manoeuvres. Do not stall or spin your paraglider on purpose. However it is very important to learn how to recognize the symptoms of a glider about to stall or spin so that you can take correct action to avoid it happening.***

# 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.

***Attention:*** ***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 oft he glider more and more to the middle. Like this the reinforcements can be put on top of each other without being flexed.
- The same is done on the opposite side. Like this only two lane wide packages are left.
- These are being folded on top of each other and beginning at the trailing edge during simultaneous pressing to get rid of any air. The first fold over of the package should be between 30cm and 50cm. This way the material of the lower- and upper sail will not be stressed at the same area.
- ICARO Paragliders recommend not rolling in the glider material since different strains apply to the material. Through folding this can be avoided.
- The last fold is carried out at the side of the leading edge. This is wrapped in direction of the trailing edge and packed between the part which has been folded before. Please pay attention that the reinforcements aren't flexed.
- The compression band is being attached to the glider package crossways to the folding direction and fastened only to hold the glider gently.
- Afterwards put the package into the glider bag….ready!

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

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

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

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

## *Trimming*

After about 200 flown Tumbling-overs are certain lines very slowly. This becomes noticeable when the train no longer in Tumble is the same as it was in the beginning. Another indication of a line extension is the tentative start in the helicopter.

To restore the normal flight characteristics again, lines have to be reduced.

***Attention:*** ***For security reasons, the trimming should be done at the loop on the cap, and not as usual from the locks of the ropes. The Kevlar lines on the locks of the ropes can bend at very high loads on the body of the loop. Snapped Kevlar cloth can break at this point***.

The trimming is done directly on the cap. In addition, the main lines A1, A2 and B1 must be enhanced. The first line floor above (first 3-forked) is well developed and stored so that each line in the assembly back to its old position comes into play.

The Gallery lines which are to be trimmed are now available on the bottom. Now each line is individually developed and tied with the replacement 2-times around the loop on the cap. This is done on all exposed gallery ropes with the same care. Then assemble again.

With this trim are now 400 more Tumblings possible. At the latest it should be a new line kit on the screen will be mounted.

## *Adhesive logos*

Always make sure that your intended logo will not in any way influence the glider behaviour. If in doubt we suggest avoiding the attachment of advertising logos on the wing. ICARO paragliders cannot be held responsible for any mishaps caused by intentional aftersales changes done to the wing.

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

## *Overloading*

The ***NIKITA 2*** is a very strong paraglider. Flying all the descent or acrobatic manoeuvres will not normally pose a structural problembut aerobatic training does accelerate the ageing process dramatically.

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

## *Salt water*

If you are flying near the sea mostthe 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.

***Attention:*** ***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.***

***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.***

## *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 ***NIKITA 2*** needs to be repaired, please contact your local ICARO Paragliders dealer.

## *Inspection, Prerequisites and Personal qualification*

Your ***NIKITA 2*** 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). Pleas call Fly & more Handels GmbH ICARO Paragliders for information.

A three week course at Fly & More GmbH, specified to a glider type together with a legal flight license are the necessary prerequisites for permission to inspect ICARO Paragliders. For questions about the costs and times of paragliding inspection courses please contact Fly & more Handels GmbH ICARO Paragliders.

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

150 flight hours, maximum for a period of two years

***All other certified gliders:***

300 flight hours maximum for a period of three years

**Harnesses and Rescue systems:** 3 years.

**This period applies from registered year of construction.**

### *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 www.icaro-paragliders.com.
- 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, Aerobatic 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 torwards 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 ***NIKITA 2***!

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@icaro-wings.com Web: http://www.icaro-paragliders.com

***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)

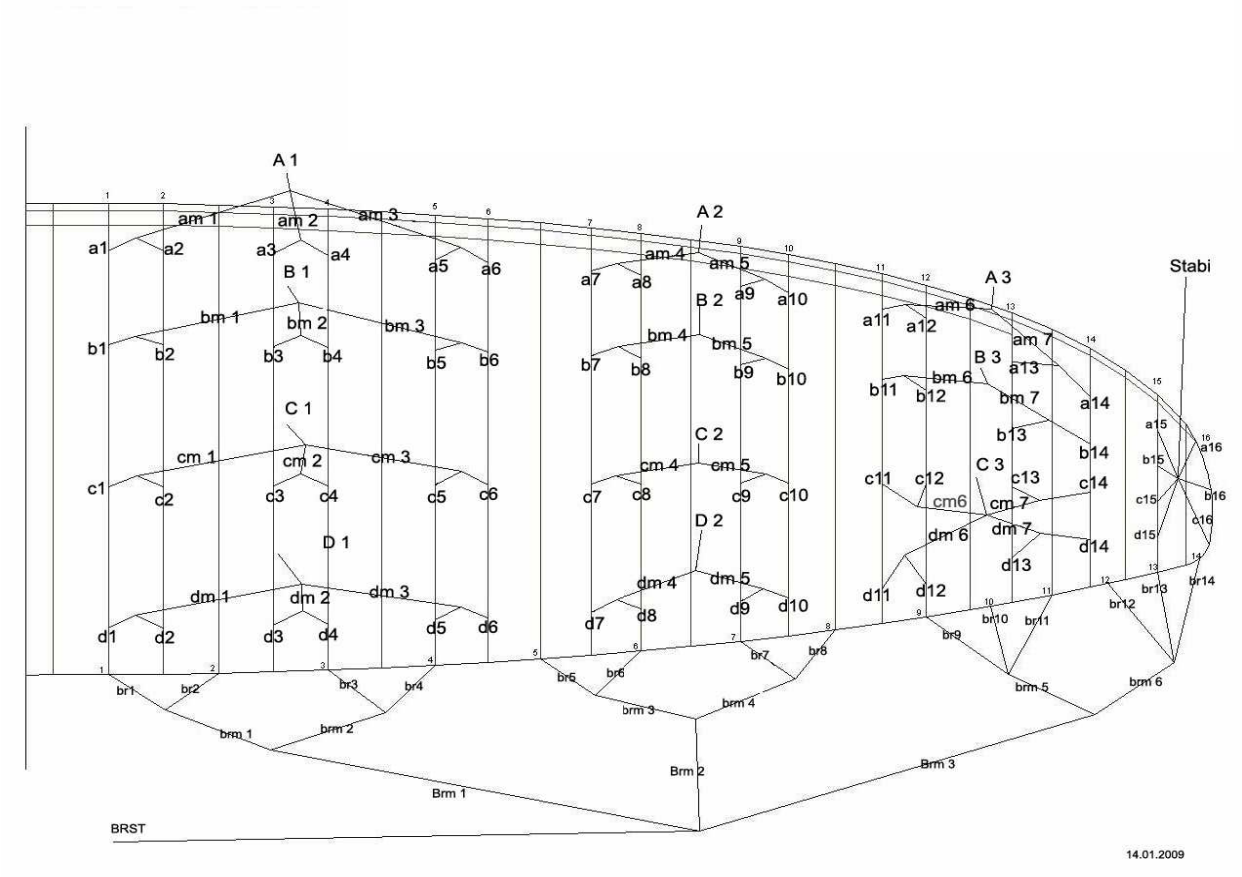
Furthermore, I would like to inform Fly & more Handels GmbH ICARO Paragliders as follows:

---------- ----------

Date Signature

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

# LINEPLAN

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## 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