



ICARO
PARAGLIDERS

INNOVATIVE
CREATIVE
AIRCRAFT MADE IN
ROSENHEIM

MANUAL

© Fly & more Handels GmbH ICARO Paragliders

NIKITA²

ACRO

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

Your **NIKITA 2**

- is made with great care and state of the art,
- is checked according European Standard EN 926-1:2006 ¹
- has no homologation,
- is not suitable for training and
- is not suitable for tandem- flying.

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



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Please read this manual before using the paraglider!

- This manual give you informations on the entire specific and general flying characteristics of the **NIKITA 2** and does not replace attending a paragliding school
- All technical data and instructions in this manual were drawn up with great care. Fly & more Handels GmbH ICARO Paragliders cannot be made responsible for any possible errors in this manual.
- Should you decide to sell this paraglider at a later date, please pass on this manual to the new owner. Any important changes to this manual will be published in our Homepage (www.icaro-paragliders.com).
- Paragliding especially Acro is an extremely demanding sport requiring the highest levels of attention, judgment, maturity, and self-discipline. Due to the inherent risks in flying this or any paraglider.
- No guarantee of any kind can be made against accidents, injury, equipment failure, and/or death. It is assumed that the pilot is in possession of the necessary qualifications and provisions of any relevant laws are observed.
- The use of this paraglider is entirely at your own risk. Every pilot bears the responsibility of his/her own safety. the manufacturer or distributor assumes no responsibility for accidents occurring while using it.
- Do not fly unless you are personally willing to assume all risks inherent in the sport of paragliding and all responsibility for any property damage, injury, or death, which may result from use of this paraglider.
- It is strictly prohibited to fly the **NIKITA 2**
 - under the influence of drugs or alcohol
 - in insufficient experience or training of pilots
 - without guilty license,
 - beyond the minimum and maximum recommended Take Off- Weight
 - with damaged glider, lines, risers or harness
 - in the rain, in snow, in the clouds and fog and in turbulent weather conditions,
 - with motor drive.
 - Every pilot must ensure that the paraglider is properly checked at regular intervals.



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

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

!!! IMPORTANT !!!

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

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



I. Your **NIKITA 2**

Characteristics of NIKITA 2

We recommend that all talented **NIKITA 2** acro pilots who have already gained enough experience in all extremely 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. Rhythmic to Infinite) can fly with all sizes. Depending on the surface load maneuvering falling out with different dynamics.

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 Solo is the No. 3 overall in the World Cup 2008.

The **NIKITA 2** can be flown in a variety of weight ranges. The figures rhythmic - 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.

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.

Technical Data

NIKITA 2		17	18	19	Spec.21
Area flat	m ²	17,31	18,40	19,45	20,95
Projected surface	m ²	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



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 Infinity Tumbling.

Attention: *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. We use for the Main lines: Kevlar core, jacketed and Galery lines: Kevlar, unjacked.

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

NIKITA 2 has 4 fold risers with acceleration system.

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 **NIKITA 2** is also suitable for wind drag.

The control paths are kept short so that all maneuvers, except for the Mc-Twist, can be flown without winded steering 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 stretched. 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 canopy (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.*

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.

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.

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.

Acceleration

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: 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.

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.

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 is 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 2 remain in the stable spiral position until the pilot active ends it with the outer brake.*

IV Flight Incidents

Attention: *The cautious to new aerobatic manoeuvres 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 and cravats

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.

A cravat 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.*

Deep/Parachute Stall

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

There are two reasons:

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



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

Attention: *If you find yourself flying in unavoidable rain we strongly recommend that you avoid any sudden movements or radical brakeline input, that you do not pull Big Ears or B-Line-Stall, and that you steer clear of turbulence and avoid a deep flare on landing.*

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 back riser.

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

V. Service, Repairs and Maintenance

Care Instructions

Even with good care and maintenance, just like any item exposed to the elements, your glider can wear out after a certain amount of use. This can change flight behaviour and safety. We recommend a regular safety inspection of the canopy and all lines.

- If you 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.
- 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 lose structural strength.
- Never attempt to clean your paraglider in a washing machine. Even without using detergents the simple mechanical abrasion will quickly finish the canopy and render it useless.
- If you are flying near the sea most the wing may age faster because the air is humid and salty. In this case we suggest you have it checked more often than prescribed in this manual.
- Also avoid dipping it in a swimming pool; the chlorine will damage the cloth.
- If you must rinse or clean your glider do so with fresh water. Frequent cleaning will accelerate the ageing process.
- If the glider has become wet, lay it out so that air can get to all areas of the fabric.



Attention: 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.

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

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

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

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

How to pack your glider

- The glider should be laid out neatly, the lines sorted, the risers stowed away either at the trailing edge or at the leading edge. The pilot stands at the leading edge by the outspread glider and a helper at the trailing edge.
- Both start on the inner side and putting one lane onto the next pulling the end of 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.

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 Tumbings possible. At the latest it should be a new line kit on the screen will be mounted.

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). 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.

VI. Terms of the guarantee

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

What is covered by the guarantee?

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

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

How long is the guarantee?

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

150 flight hours, maximum for a period of two years

All other certified gliders:

300 flight hours maximum for a period of three years

Harnesses and Rescue systems: 3 years.

What are the conditions of the guarantee?

- Fly & Handels GmbH needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The glider / the harness was used in normal circumstances and maintained according to the instructions. This includes in particular the careful drying, cleaning and storage.
- The glider / the harness was used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.
- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by Fly & more Handels GmbH ICARO paragliders company / person and properly documented.



- A fully and correctly completed guarantee card must be sent at least 6 weeks after buying the glider to Fly & more GmbH commercial. Alternatively can this be sent via the appropriate online form www.icaro-paragliders.com.

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
- Damage caused by using a motor (Oil, fuel, damage in cause of the prop)

VII. Enviromental aspects

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

VIII. Attitude and behaviour towards nature

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

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

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

IX. Last but not Least

Again, we would like to congratulate you on the purchase of your **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





Appendix: Guarantee card, Lineplan

GUARANTEE CARD

Owner of glider/ harness/ rescue system

Name	
Address	
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



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.

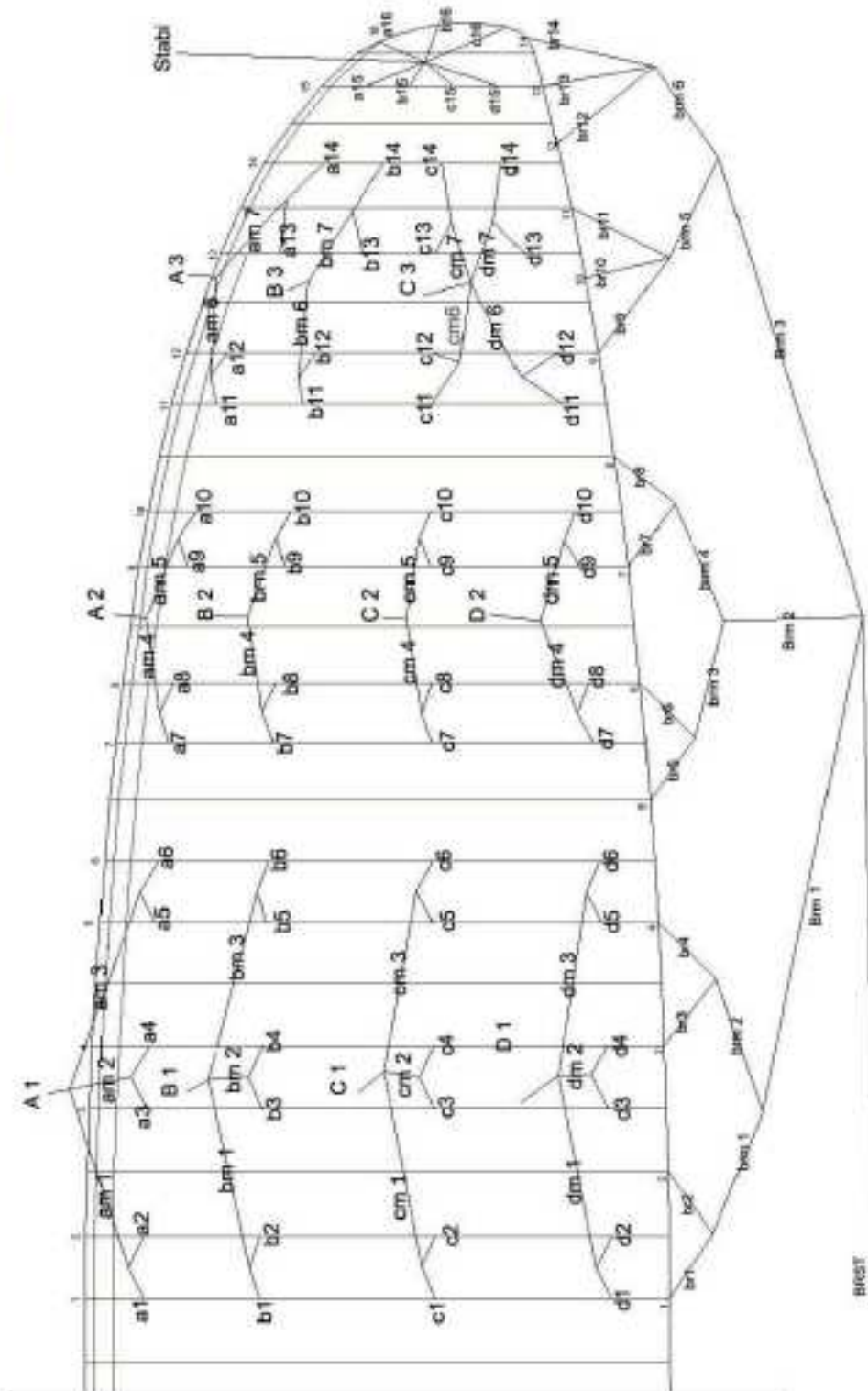
The technician must report any unusual faults to Fly & more Handels GmbH ICARO Paragliders within 3 days.

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.



NIKITA 2 (Acro Competition) - LINEPLAN



Dispatch protocol/ Delivery content

Piece check complete	<input type="checkbox"/>
Inner bag	<input type="checkbox"/>
Compression band	<input type="checkbox"/>
Speedsystem	<input type="checkbox"/>
Outer rucksack	<input type="checkbox"/>
Operating instructions	<input type="checkbox"/>
Customer questionnaire	<input type="checkbox"/>
Repair set	<input type="checkbox"/>
T- Shirt	<input type="checkbox"/>
Sticker	<input type="checkbox"/>

.....

Date

.....

Signature

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

Telefon: +49-(0) 8034-909 700 Fax: +49-(0) 8034-909 701
Email: office@icaro-paragliders.com Internet: www.icaro-paragliders.com