



ICARO
PARAGLIDERS

INNOVATIVE
CREATIVE
AIRCRAFT MADE IN
ROSENHEIM

MANUAL

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

Your **CLOU**

- is made with great care and state of the art,
- is checked by accredited organisations according European Standard for paragliding with and without motor (check record www.eapr.eu),
- is suitable for training,
- is suitable for flying with and without motor and
- is not suitable for tandem- flying.

ATTENTION: Take off weight by flying without motor as follows:

| Size | Minimum take off weight | Maximum take off weight |
|-------------|--------------------------------|--------------------------------|
| M | 80kg | 105 kg |
| L | 100 kg | 125 kg |



LIST OF CONTENTS

| | | |
|--------------|---|-----------|
| I. | <u>YOUR <i>CLOU</i></u> | 6 |
| | CHARACTERISTICS OF <i>CLOU</i> | 6 |
| | TECHNICAL DATA | 6 |
| | CANOPY | 6 |
| | LINES | 7 |
| | RISERS..... | 7 |
| II. | <u>FLIGHT TIPS</u> | 8 |
| | GROUND TRAINING | 8 |
| | PRE FLIGHT CHECK & FLIGHT PREPARATION | 8 |
| | LAUNCH..... | 9 |
| | ACTIVE FLYING | 9 |
| | TURNING..... | 9 |
| | LANDING | 10 |
| III. | <u>DESCENT TECHNIQUES</u> | 10 |
| | BIG & SMALL EARS | 10 |
| | B-LINE-STALL | 10 |
| | SPIRAL DIVE | 11 |
| | WINGOVERS..... | 11 |
| IV. | <u>FLIGHT INCIDENTS</u> | 11 |
| | KNOTS AND TANGLES | 11 |
| | DEEP / PARACHUTE STALL | 12 |
| | ASYMMETRIC COLLAPSE | 12 |
| | SYMMETRIC COLLAPSE | 13 |
| | CRAVAT..... | 13 |
| | NEGATIVE SPIN | 13 |
| | FULL STALL..... | 13 |
| | EMERGENCY STEERING | 14 |
| V. | <u>SERVICE, REPAIRS AND MAINTENANCE</u> | 14 |
| | REPAIRS | 16 |
| | INSPECTION, PREREQUISITES AND PERSONAL QUALIFICATION | 16 |
| VI. | <u>TERMS OF THE GUARANTEE</u> | 17 |
| VII. | <u>ENVIROMENTAL ASPECTS</u> | 18 |
| VIII. | <u>ATTITUDE AND BEHAVIOUR TOWARDS NATURE</u> | 18 |
| IX. | <u>LAST BUT NOT LEAST</u> | 18 |
| | APPENDIX: GUARANTEE CARD, INSPECTION INSTRUCTIONS, LINE PLAN..... | 19 |



Please read this manual before using the paraglider!

- This manual give you informations on the entire specific and general flying characteristics of the **CLOU** 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 **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,
 - without checked compatibility and approval paramotor and glider,
 - in acrobatics.
 - 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 200 flight hours/ 3 years.

!!! IMPORTANT !!!

The guarantee and the first year-check 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 **CLOU**

Characteristics of CLOU

CLOU – this glider offers the pilot a high safety potential, but the pilot must observe the rules of the air for all flight sports, especially the rules of right of way so as to avoid dangerous situations.

The **CLOU** is designed for pilots who fly with and without motor. Our main design goal was to develop sophisticated wing profiles that result in maximum safety combined with well balanced handling. Therefore we designed a paraglider with high safety factor.

The cleverly designed line gallery gives the **CLOU** a line layout, which ensures stability and excellent flight characteristics. The use of extensive internal v-ribs makes the canopy more stable, especially in turbulence, and maintains a cleaner, more tensioned, wing profile. This also causes the load to be distributed more uniformly throughout the glider, allowing for a reduced number of line attachment points. Less lines lead to less drag and an increase in glide performance

Attention: 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 decreed. For all combinations glider and paramotor compatibility check is obligated.

Technical data

| CLOU | | M | L |
|-------------------------------|----------------|----------------------|----------|
| Wing Area Flat | m ² | 28,4 | 30,7 |
| Wing Area Projected | m ² | 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 motorglider | |

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 a 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.

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

All lines were hung and sewn with precision. The end control of all line lengths is documented for all paragliders produced by ICARO Paragliders. The complete geometry of the lines is shown on the single line plan, which you find in the annex of the manual.

Risers

For motorflying 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).

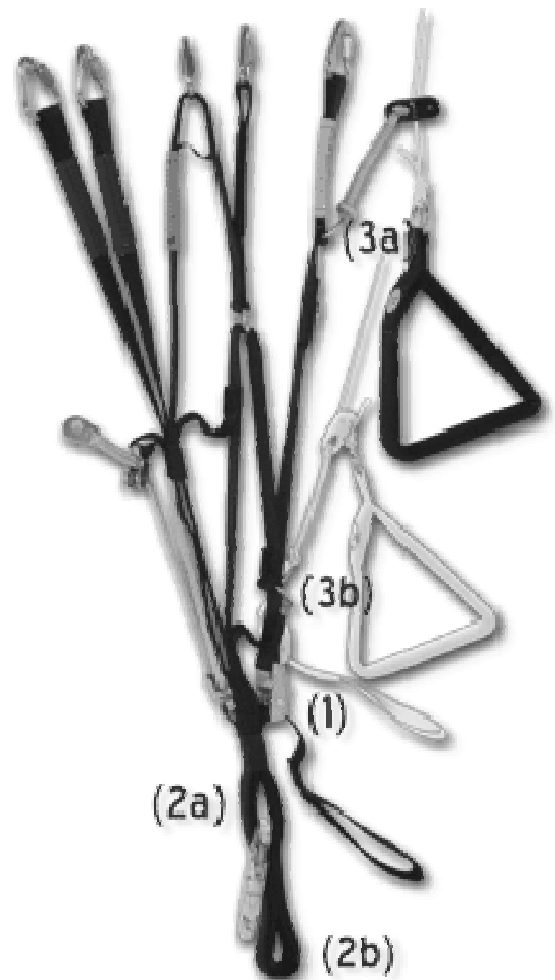
The risers can be either long or short depending on the height of the motor, so as to ensure that the lines and the brake loops can be reached.

Also the risers has trimmers (1) which allows 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 bracking lines which you can fit to different motors or suspension points.

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

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





II. FLIGHT TIPS

Attention: *The following pages are not intended to be a manual for paragliding. Rather, we want you introduce into the specifics of CLOU and give some important information for your safety and flight operations.*

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.

Before the first flight the glider should be controlled on a flat surface and then mounted (check the lines to run free). In addition, the paraglider should be flown from the dealer / flight school.

Ground Training

Before the first flight the **CLOU** must be inflated in the wind on a flat surface. An approved ICARO dealer should carry out the first flight before the wing is handed over to you.

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

Pre Flight Check & 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.
- When you pull on the A-risers, the lines in the middle of the wing should be under tension before the lines on the wing ends. This ensures an even easier start.
- Separate the line groups carefully and bring the risers in order.
- All lines must run freely from harness to canopy. It is equally important that the lines are unhindered and cannot get caught up during the launch.
- If the risers are not twisted, the brake lines run freely through the roll on the rear riser to the back of the canopy.
- Check your harness and make sure that all connections to pilot are correctly closed. Check that all karabiners are closed and can not be opened accidentally in flight and that the risers are not twisted.



- Please ensure that you are wearing gear which offers optimal comfort and protection (helmet with chin protection, boots, gloves and an overall).
- It is also important that no line is under the canopy. A cravat during the launch can be extremely dangerous.
- It is also important that no line is under the canopy. A cravat during the launch can be extremely dangerous.

Launch

The most important thing during the take-off is, like at all other gliders too, not the force but the constancy of the pull.

Attention: We recommend that you keep the trimmers closed when launching.

Hold the A- risers but not the baby- risers (they are for small and big ears) and the handles of the brakes..Use progressive pressure on the A-risers and the energy of your own body weight until the wing is fully inflated overhead.

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

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.

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

Attention If the brakelines are pulled too fast or too far the glider will be stalled! A one-sided stall is signaled clearly by: The curves´ inner side of the wing is getting soft, and nearly stops. In this case you have to release the brake-line!



Landing

The **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 brake 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.

Attention: 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.

III. Descent Techniques

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

Important: All manoeuvres 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.

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. 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. Entering a B-line-stall can also be damaging to the canopy material because of the strain on certain points of the material.

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 or step on the gas during or directly after exiting**
- **Pulling too far on the B-line-stall aid, so that the A-lines are pulled too**
- **Brakes must not be shortened by twisting around your hand during the manoeuvre**



Spiral Dive

To initiate a spiral dive, look in the direction you want to go, roll your body weight in that direction and at the same time smoothly pull down on the inside brake. 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).

Attention: *There is an increased negative tendency when you begin the manoeuvre 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 manoeuvre by bringing your weight into a neutral position, release the brakes of the inner curve side and brake gently on the outer curve side until you notice that the wing starts to level out.

Then gently brake on the inside curve for several turns until normal flights returns.

Attention: *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.*

Wingovers

Wingovers are induced by flying alternating turns; each time letting the pendulum effect increase the bank angle.

Attention: *The CLOU is a 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.*

IV. Flight Incidents

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.



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

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.

Attention: *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.*

Does the glider stay in a repetitively parachutal stall without any noticeable reason the glider have to be checked before the next flight by your dealer or by the manufacturer.

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.*

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.

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

Cravat

It could happen in rare circumstances that a part of the glider, particularly a wing tip, gets caught in its own lines (e.g. in extreme turbulences or an error in the visual line check of the canopy before take-off). Large cravats result mainly in uncontrollable spiral dives.

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

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

Attention: *Freeing a cravat may be complicated, even for an experienced pilot. If you have exhausted all these options, you are uncertain how to proceed and you do not have control over your glider and you are running out of altitude, immediately deploy your reserve parachute.*

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.

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

Full Stall

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

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.

The pilot will swing back under the canopy and finally the canopy will stabilize to a full stall. Once in a stable stall, the manoeuvre can be completed.

Release the brakes just a little and let the glider fill until it regains shape. Then release the brakes fully and your **CLOU** will return to normal flight.

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

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 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.

V. Service, Repairs and Maintenance

- 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: 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 **CLOU** 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.

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

Inspection, Prerequisites and Personal qualification

After 100 flight hours or 12 months, it is important to have your **CLOU** inspected by a trained ICARO technician. Without regular certified inspections, your glider will lose its certification and guarantee.

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

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

Technical specifications about your glider (type, serial number, size and year of production). Please call Fly & More Handels GmbH ICARO Paragliders for information.

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

For questions about the costs and times of paragliding inspection courses please contact Fly & More Handels GmbH ICARO Paragliders.



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, Acro or other official competitions,
- Gliders / Harnesses who were involved in an accident,
- Rescue equipment, which has been thrown for a emergency,
- Gliders / harnesses and rescue equipment, which have been changed by yourself,



- Gliders / harnesses and rescue equipment that were not purchased from an authorized dealer / flight school,
- Gliders / harnesses and rescue equipment where the required inspection intervals were not met and the verification of the glider was not conducted by a Fly & more Handels GmbH ICARO Paragliders authorized operation / person
- Damage which has occurred due to improper treatment (i.e. storage in humidity, heat or direct sunlight)
- Parts that need to be replaced due to normal wear and tear,
- Discoloration of the cloth material used,
- Damage caused by solvents, salt water, insects, sun, sand, humidity or “debag-jumps”.
- Damage caused by force majeure.
- Damage caused by the paramotor (eg. Oil, fuel, damage in cause of the prop)

VII. 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.

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 **CLOU!** 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, Inspection Instructions, Line Plan, Line lengths

GUARANTEE CARD (Please cut out)

Customer data

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

| | |
|-----------------------|-------------------|
| 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:

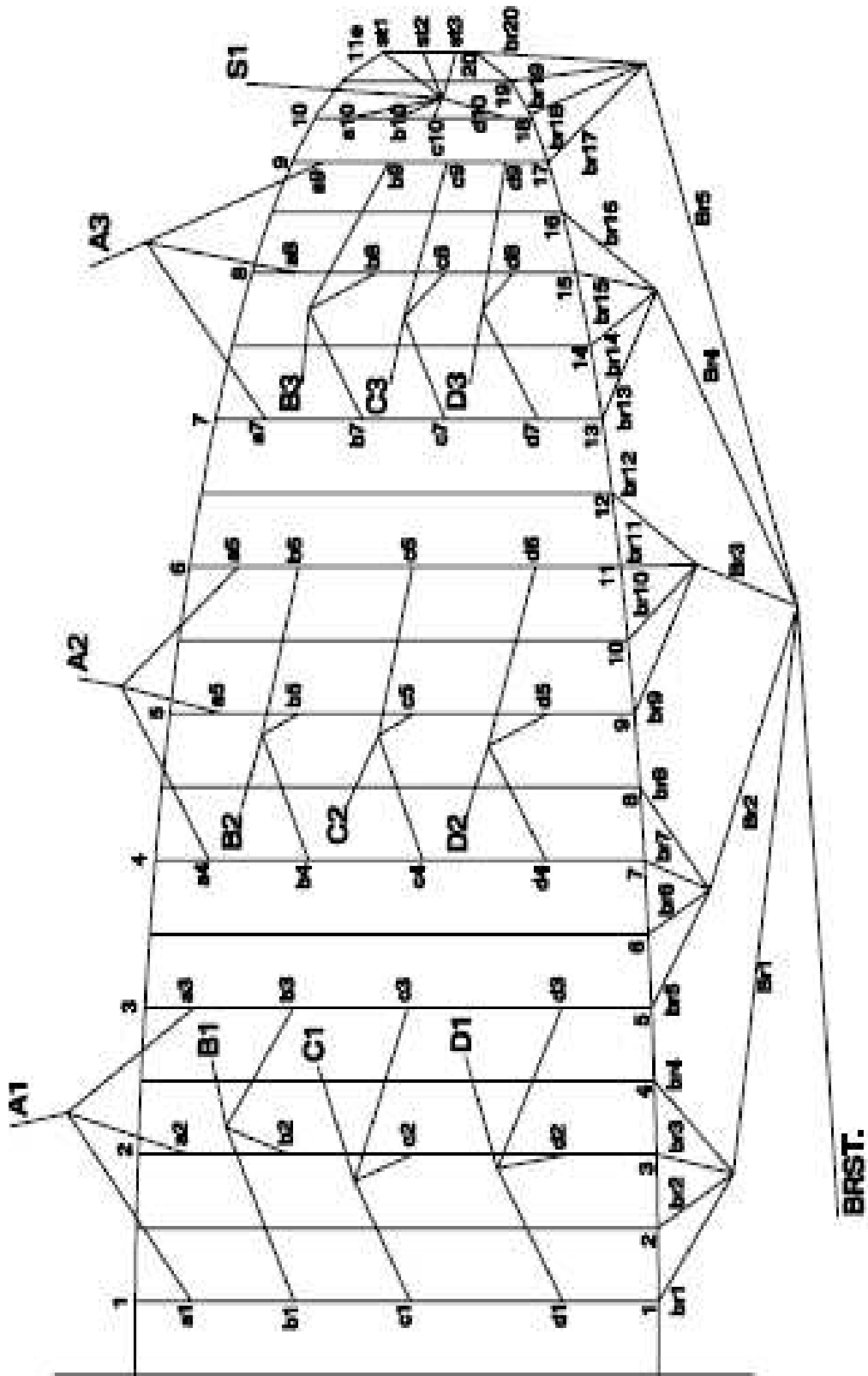
Date

Signature



ICARO
PARAGLIDERS

CLOU



BRST.



| 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 | | | | | |
|--------------|------|------|----------|------|------|
| SizeL | 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 |

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"/> |
| Manual | <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.de

