



Falco

MANUAL

Version 1.0 / 2021

Verification of checks and repairs

<p style="font-size: 1.2em; margin: 0;">FALCO</p> <p>Serial number:</p> <p>First check by ICARO / date:</p>	<p>.....</p> <p>Name/ Stamp</p>
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Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date
Porosity value	Strength value of the lines	Estimated condition optical: technical:

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

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

Your FALCO is pattern tested in A.

Therefore, the glider is a “paraglider with good passive safety and forgiving flight characteristics. It is relatively resistant to abnormal flight conditions. It is appropriate for all pilots including pilots of all training levels.”

The flight maneuvers during the certification process should not be overrated. Certification results provide only little information when you are flying in thermically active and turbulent air because the glider classifications serve to inform solely with regard to the performance of a paraglider during extreme flight manoeuvres in stable air conditions.

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

It is strictly prohibited to fly the FALCO

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Environmental aspects:

The materials of which a paraglider is made require a special waste disposal. So please send disused gliders back to us. We will care about a professional waste disposal without costing for you. Please do our nature-near sport in a way which does not stress nature and environment! Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

Especially at the launch site consideration is needed!

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To get to know your **FALCO**

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

Technical data		XS	S	M	L
Certification LTF/ EN		A	A	A	A
Number of cells		38	38	38	38
Number of miniribs		36	36	36	36
Number of risers		3+1	3+1	3+1	3+1
Weight of the glider	4,3	4,5	4,7	4,9	5,7
Wing Area flat	21,5	23,5	25,5	27,5	28,5
Wing Area projected	18,2	19,9	21,5	23,2	23,6
Wing Span flat	10,6	11	11,5	12	12
Wing Span projected	8,2	8,6	8,9	9,3	9,2
Aspect Ratio	5,2	5,2	5,2	5,2	5,1
Aspect Ratio projected	3,7	3,7	3,7	3,7	3,6
Take Off Weight minimum	kg	62,5	72,5	82,5	92,5
Take Off Weight maximum	kg	75	85	95	112,5
Trimmer	mm	none	none	none	none
Maximum way of the accellerator	mm	90	100	100	120
Recommended storage temperature	Celsius	+ 5 ⁰ to + 30 ⁰			
Recommended storage humidity	% rel. H.	55% to 75%			
Check interval	24 months or 150 operating hours, depending on what occurs sooner.				

Canopy

The sharknose-canopy of the FALCO with Miniribs on the trailing edge, sticks in the profile nose is made of synthetic fabric with different strengths. In this technology, the apertures of the canopy are on the under further back and is housed in a concave recess. Thereby a better back pressure over the entire pitch angle is achieved, because the higher it is, the more stable the cap is over the entire speed range.

The advantages that result from this profile for the pilot are: The glider will stall later and gives the pilot greater control leash area, in high speed flight profile has a higher dimensional stability than the conventional profiles and the reduced air resistance also brings a better gliding and climbing performance.

Upper sail DOKDO 30 lower sail DOKDO 20 , V- und tension tapes and Ribs guarantees highest mechanical strength- und aerodynamic stability.

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

Lines

The entire line system is formed from individual lines, which are sewn and looped at both ends. The lines and stitching are subject to rigorous production controls, to ensure high and consistent manufacturing quality.

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

The FALCO is delivered from the factory with the best brake position for most pilots. But tall or short pilots, or those with a harness with non-standard attachment points might consider it necessary to change the position of the brake handles.

If the brakes are to be shortened, it is extremely important to avoid the adjustment affecting the glider's trim speed. There must always be some slack in the brakes when they are fully released. This can be checked with the glider inflated above the pilot's head. There should be a noticeable bow in the brake lines, and the brakes should be having no effect on the shape of the trailing edge.

If the brake lines are to be lengthened, it is important to ensure that the pilot can still stall the canopy (i.e. during extreme manoeuvres or landing) without the need to take wraps.

If you need to change the brake line lengths, do it maximum 5 cm at a time, and check it at an easy training hill. Check especially that both lines are the same length, as any asymmetry will lead to tiring and possible dangerous flying characteristics.

Risers

The glider has 3 fold risers with separated A-risers and acceleration system which will be activated with a foot bar. The risers are signified. The handle of the main brake line is mounted on the C- riser. The acceleration system is mounted on the A- riser.

A description of the risers you find in the annex.

Risers

The Glider has 3 fold risers with separated A-risers an acceleration system which will be activated with a foot bar. The risers are signified. The main break line comes through a return pulley; the handle of the main break line is mounted on the C- riser. The acceleration system is mounted on the A- riser.

To fix it with the foot bar you must connect the brummel hooks of the foot bar with the brummel hook of the acceleration system.



How to vary the trim of the glider

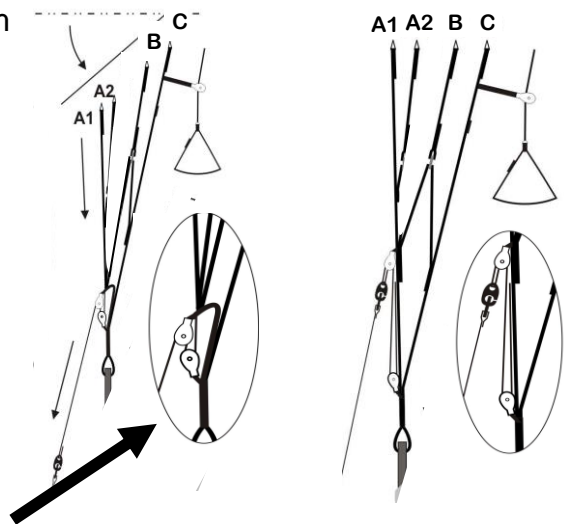
The glider has an acceleration system which will be activated with a foot bar.

Acceleration system

When flying normal all risers have the same length. When using the accelerator system the risers are shortened by a constructive exactly defined length.

Therefore the angle of attack of the canopy is smaller and speed increases.

The length of the accelerator is adjusted to the left and right of the foot pedal so that when your leg is fully extended, then the acceleration is at maximum – both rollers are touching.



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

Assembling the accelerator is reliant upon the harness, e.g. numbers of return pulleys, rope guide ...

The more turbulent the weather conditions and when near the ground, the less acceleration should be used.

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

Harness

The **FALCO** is certified for use with harnesses GH type. Practically all modern harnesses are GH type harnesses. Older harnesses with fixed cross belts (GX type) are not certified and should not be used.

The adjustment of the harness chest strap controls the distance between karabiners and affects the handling and stability of the glider. Excessive tightening the chest strap increases stability but also the risk of twists following glider collapse, and it also increases the frequency of getting collapses due to poor feedback from the glider.

The risk of twisting is also strongly affected by the seating position of pilot. Flying in a laid back (reclined) position makes it much more difficult to react in time to prevent riser twisting. With the chest strap in a more closed position the glider also has more tendency to maintain a stable spiral, lengthening of the chest strap gives more feedback from the glider but decreases stability.

ICARO paragliders recommends following settings:

Take off weight	< 80kg	80 kg -100 kg	> 100kg
Horizontal distance of the main karabiners	38 cm – 42 cm	42 cm – 46 cm	46 cm – 50 cm

Flying with the **FALCO**

Flight preparation

- When choosing an area to lay out the glider before launching, try to find somewhere that is relatively free of stones and sharp rocks. Pay particular attention to the top surface, where the canopy touches the ground.
- Never step on your glider – stepping on it will weaken the cloth.
- We recommend keeping an eye on other pilots, spectators and smoking people near of the glider. Many of them do not appreciate the fragility of the lines and cloth.
- 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.
- Make sure that no sand, stones or snow get inside the canopy as the extra weight collected in the trailing edge may slow down or even stall the glider. Sharp edges damage the canopy.
- 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!
- 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.
- There should not be any lines underneath the canopy. If the lines wrap around the canopy, this can result in injury or death!
- Check the rescue system (handle's pins fixed in the loops and the closed cover of your harness).
- 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 the risers are not twisted.
- Check canopy (all cells are open), wind direction and airspace.

Do not launch if there are any defects!!!

Launch preparations

Before every launch you should carry out the standard 5-point checking procedure. Do the checks following the same sequence every time.

- Helmet, harness, carbines closed?
- Lines, risers and accelerator/ trimmer ok?
- Leading edge open?
- Wind direction and strength ok?
- Airspace and start area ok?

Launch

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

At the start advice to fix the accelerator with the Velcro which is attached at the front of the sitting board, in order to avoid tripping while pulling up the glider or when starting up.

Hold only the middle A risers and the handles of the brakes. 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. Use progressive pressure on the A risers and the energy of our own bodies weight until the wing is fully inflated overhead. The canopy is inflated quickly due to the super short lines. When there is no pull from the lines and the wing is overhead, use slight pressure on the brake. Look up and make sure that the canopy is fully inflated. After a few accelerating steps and at the same time let go of the brakes gently, you will take off. Then use slight pressure again on the brakes to fly at a speed with minimal sink rate.

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

By towing by winch there are no special techniques needed.

Avoid large brake inputs until you are reasonably high if course correction is necessary close to the ground. Do not try to climb steeply during the first part of the tow.

Active flying

Active flying in normal flight means that the wing is always kept at a safe angle of attack and, if at all possible, vertically above the pilot. The moving air affecting the wing often changes the angle of attack in an unwanted way. When flying into an upwind the paraglider often bucks, the wing drops back, the angle of attack increases, getting closer to a stall. In upwind the canopy pitches forward, the angle of attack is reduced and there is the risk of a collapse. Both can occur symmetrically, on both sides or asymmetrically, on one side only. It is impossible to control the angle of attack by looking to the canopy. Look in the direction you are flying, changes in the horizon inform the pilot about the canopy's movements.

Braking is also an absolute must! If the canopy pitches forward, the angle of attack decreases. In the case of strong forward pitching there is a risk of the canopy collapsing due to its insufficient angle of attack. The pilot must therefore prevent the canopy from pitching forward by pulling the controls down on both sides. Inversely, the angle of attack increases if the wing drops back behind the pilot, e.g. when entering into a thermal. The canopy is closer to stalling.

In these flight situations a significant braking movement by the pilot can lead to a spin or a stall. When the wing drops back, the pilot therefore must not brake and/or if the pilot is already holding the controls low, he must release them accordingly.

Any change in the angle of attack immediately transfers in to a change in the control pressure of the brakes. The control pressure presents the pilot with immediate information on the angle of attack and on what the canopy is doing or about to do.

Flying with accelerator

When using the accelerator, be careful. The accelerator should be employed, in order to compensate for high angles of attack and the associated potential risk of a stall. Do not step too quickly because your glider will dive down from the strong change in angle of attack. Put equal pressure on the speed bar with your feet until the pulley touches the A-riser and the glider will quickly gain speed and the sink speed remains very moderate from beginning up to full speed.

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

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

Turning

A combined steering technique is suitable for every situation. The glider is agile and reacts to steering impulses quickly and directly. Strong, one sided pulling of the brakes brings the glider into an obvious side angle and the glider flies fast steep curves until spiral dive begins.

If the brake lines 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 lines!

Landing

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. Set up your final landing leg to face into the wind to minimize groundspeed. If you leave the inflated leading edge bang on the ground, this can cause the cell walls to burst!

Do not brake too much, to avoid a stall of the glider in this very low altitude! Do not reduce height by “pumping” with the brakes.

Descent techniques

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

Big & Small Ears

The aim of this exercise is to descend in strong thermals. Only take the outer lines of the A-risers 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. If you use the acceleration system then higher sink speeds can be achieved.

Reopen the wing by pushing up with your hands and if necessary then pump the brakes with short symmetric movements. For directional control while using the big ears, you should use weight shift.

Never attempt tight turns or spirals with Big Ears, as the A-lines will be over stressed.

B-Line-Stall

B-Line-Stall is not so effective, furthermore stresses the material of the glider and reduces operating life of the canopy.

To enter and hold a B-line-stall requires considerable strength.

It is very dangerous performing a B-line-stall incorrectly and following errors must be avoided:

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

Spiral Dive

In a controlled spiral dive, the pilot applies an active flying technique in the same way as when circling in thermals. The strong centrifugal forces in a spiral dive, however, change the control pressure. It increases by a multiple of the force.

Even in moderate spirals, the pilot reaches double acceleration of gravity (2G). Subsequently, the control pressure also doubles.

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. The **FALCO** will start to turn, and then drop into a spiral.

In the spiral dive an uncontrolled acceleration of the canopy must be prevented. As the canopy always accelerates via the outside of the wing, the spiral speed is controlled via the outside brake by applying the active flying technique.

If the speed increases in an unwanted manner, pull the brakes further to slow down. If the wing becomes too slow, it can be speeded up by releasing the outside control.

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.

The glider does not have a tendency for stable spiral dive.

If under certain conditions, it should go into a stable spiral dive then actively exit the maneuver by bringing your weight into a neutral position, release the brakes of the inner curve side and brake gently on the outer curve side until you notice that the wing starts to level out. Then gently brake on the inside curve for several turns until normal flights returns.

Wingover

The **FALCO** is an agile glider, and it is quite easy to get to an excessively high angle of bank in just a few turns. Practice wingovers gently at first, as there is a chance of quite large collapses at high bank angles.

What happens when it happens?

Knots and tangles

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

If you have taken-off with a knot you will have to correct the drift by leaning on the opposite side of the knot and gently apply the brake line on that side too. You can gently try to pull on the brake line to see if the knot becomes unfastened or try to identify the line with the knot in it. Try to pull the identified line to see if the knot releases. If the knot is too tight and you cannot remove it, carefully and safely fly to the nearest landing place.

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

Deep / Parachute Stall

Your glider has been carefully designed to resist entering deep 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 the A-risers or pull on them. 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.

Never pull the brake-lines during a parachute stall, because the glider would go into a full stall immediately. If you find yourself flying in unavoidable rain we strongly recommend that you avoid any sudden movements or radical brake line input, that you do not pull Big Ears or B-Line-Stall, and that you steer clear of turbulence and avoid a deep flare on landing.

Asymmetric Collapse

While flying in turbulent conditions it may occur that a portion of your glider deflates. However, just like in flying in turbulences, please pull gently on both brakes. Re-inflation is speeded up by counteracting the turning movement of the canopy until normal forward flight return. Then pump the brake line on the collapsed side.

If the canopy is in front of the pilot after an asymmetrical collapse, the pilot must immediately and decisively brake down the open side to prevent an uncontrolled rotation. The same rule applies here: If the wing is ahead, braking is a must. Sometimes, however, the angle of attack on the open, not-collapsed side is relatively high and the wing is behind the pilot. Then a significant control movement would definitely cause a stall and its potentially extreme reactions.

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

Symmetric Collapse

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

Emergency Steering

Should it no longer be possible to steer your glider, for example due to a broken line, the glider may be steered by gently pulling on either rear riser.

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

Negative Spin

If the pilot abruptly applies full brake to one side of the glider while the other side is at zero brake, the faster side may fly around the braked and stalled side resulting in a spin. Alternatively, if flying very slowly with almost full brakes on both sides, if one hand releases one brake suddenly, while the other continues with full brake, the glider may enter a negative spin. To exit a spin just do "hands up" to release the brakes and the glider will return to normal flight.

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

Front stall

After a front stall of the canopy, the wing moves backwards while the pilot with his higher mass moves further ahead. Wing behind, pilot ahead, significantly high angle of attack – there is only one thing to do:

Do not brake or you run the risk of a dangerous stall.

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

Full Stall

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

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

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

Care instructions, repairs, inspection

Care Instructions

- A new wing supplied from the factory is often compressed hard. The compression serves to reduce shipping costs but should not be repeated once the wing has been unpacked and flown for the first time.
- Note that the glider bag should not be used as a seat.
- Even with good care and maintenance, just like any item exposed to the elements, your glider can wear out after a certain amount of use. This can change flight behavior and safety. We recommend a regular safety inspection of the canopy and all lines.
- If you clean your glider it is best to use warm water and a soft sponge.
- Store your glider in a dry and dark place, ideally between 5° and 30° Celsius and humidity between 55 and 65%. Do not store it near chemicals or petrol.
- If you will not fly for longer period, store the glider releasing all compression straps and take it out of its backpack so that the fabric is not compressed, creased or stretched.
- Avoid storing your glider for days at a time in a hot car.
- Unpack your paraglider shortly before launch and pack away immediately after landing to avoid any unnecessary UV exposure.
- When unfolding the paraglider insure that neither the canopy nor the lines become too dirty. Dirt particles can damage the material and lines.
- Never use chemical cleaning agents, brushes or hard sponges on the material, as these destroy the coating and affect the strength of the cloth. The canopy will become porous and will loose structural strength.
- Never attempt to clean your paraglider in a washing machine. Even without using detergents the simple mechanical abrasion will quickly finish the canopy and render it useless.
- If you are flying near the sea most the wing may age faster because the air is humid and salty. In this case we suggest you have it checked more often than prescribed in this manual.
- Also avoid dipping it in a swimming pool; the chlorine will damage the cloth.
- If you must rinse or clean your glider do so with fresh water. Frequent cleaning will accelerate the ageing process.
- If the glider has become wet, lay it out so that air can get to all areas of the fabric.
- After landings in trees or on water you should check the length of the lines and the canopy.
- Flying all the descent or acrobatic exercises will not normally pose a structural problem but freestyle training accelerates the ageing process dramatically.
- There is no special method packing your glider. ICARO paragliders commends the "Cell to Cell-method bag because the reinforcements of the leading edge stay flex-free on top of each other and do not fold.

- When folding your glider make sure that there are no insects inside the canopy. Many insect species contain acids that could damage the cloth. Grasshoppers gnaw their way out of a folded canopy, making it full of holes in the process.
- When you did not fly for a longer period ICARO commends to check the glider (e.g. mildew stains, splice of the lines, corrosion of the shackles and carabines). If you are not convinced of the gliders airworthiness please send your glider to an authorized ICARO dealer to check your glider. The same is commended for harnesses.

Repairs

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

Small holes in the canopy (max. 20x20 mm) 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 center.

If your glider needs to be repaired, please contact your local ICARO paragliders dealer.

Inspection

It is important to have your glider inspected by a trained ICARO technician but it is also allowed to check your glider for yourself.

In the annex you find the regulations for checks of certified gliders and items in order to perform a paraglider inspection you need.

Inspection interval

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

Without regular certified inspections, your glider will lose its pattern test result and warranty.

ICARO recommends having wings that are often used for training of descent exercises, acrobatics or flying in salty or sandy conditions subjected to checkups all 100 operating hours or 12 month.

It is also important, that ground handling also will be considered. All gliders, especially gliders manufactured with light and thin material are mechanically more stressed than other gliders. Therefore ICARO recommends multiplying ground handling time with the factor 1, 5.

Not only gliders have a recurrent inspection interval. Airworthiness of harnesses and rescue systems must also be verified. Generally it is recommended to change aluminum snap hooks after 24 months or 200 operating hours.

According to German and Austrian aeronautical legislation the owner of a glider can check the airworthiness by his own or order a third person (for example manufacturer/importer) to do this.

To perform your own airworthiness check, ICARO paragliders must give you a briefing. Should you decide to check the wing by yourself you must make sure that our guidelines are adhered to. Failing to do so will void the certification.

ICARO paragliders highly recommend that you let the manufacturer or authorized supplier/ person do the check of airworthiness.

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

Terms of the warranty

ICARO warranty covers the cost of materials and workmanship on gliders accepted by ICARO paragliders to fall under the warranty.

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

Harnesses and rescue systems: **24** month

***Warranty is only valid for ICARO products
with LTF/ EN certification.***

What is covered by the warranty?

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

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

What are the conditions of the warranty?

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

- ICARO paragliders needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The glider/ harness/ rescue system was used in normal circumstances and maintained according to the instructions. This includes in particular the careful drying, cleaning and storage.
- The glider/ harness/ rescue system were used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.
- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by ICARO paragliders company / person and properly documented.
- The online form on www.icaro-paragliders.com must be sent at least 6 weeks after buying to ICARO paragliders.

What is excluded from warranty?

- Gliders and harnesses that are used for training purposes, Acro or other official competitions,
- Gliders / harnesses who were involved in an accident,
- Rescue equipment, which has been thrown for a emergency,
- Gliders / harnesses and rescue equipment, which have been changed by yourself,
- Gliders / harnesses and rescue equipment that were not purchased from an authorized dealer / flight school,
- Gliders / harnesses and rescue equipment where the required inspection intervals were not met and the verification of the glider was not conducted by a ICARO paragliders authorized operation / person

- Damage which has occurred due to improper treatment (i.e. storage in humidity, heat or direct sunlight)
- Parts that need to be replaced due to normal wear and tear,
- Discoloration of the cloth material used,
- Damage caused by solvents, salt water, insects, sun, sand, humidity or “debag-jumps”.
- Damage caused by force majeure.
- Damage caused by the motor (Oil, fuel, damage in cause of the prop) and towing by winch.

In case of a concluded claim the period of warranty carries on. The period of warranty and the connected claim are not prolonged and are only valid until the original date of expiry. The freight costs (transport to and from) are not paid by ICARO paragliders.

Annex

Warrenty Card

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

Users needs for Inspections

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

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

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

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

Inspection Instructions

Record Information

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

Porosity Test

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

Visual Control of the Canopy

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

Visual Control of the Risers and Lines

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

Strength test of the lines

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

Measurement of the lines

Measure every single line while stressing it with defined tractive force (5daN). The results are recorded in the inspection protocol and are to be evaluated according to the internal guidelines of the workshop.

For all information about the lines (single length, total length, mechanical strength) please call ICARO paragliders, office@icaro-paragliders.com

Assessment

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

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

General Remarks

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

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

Inspection Reference

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

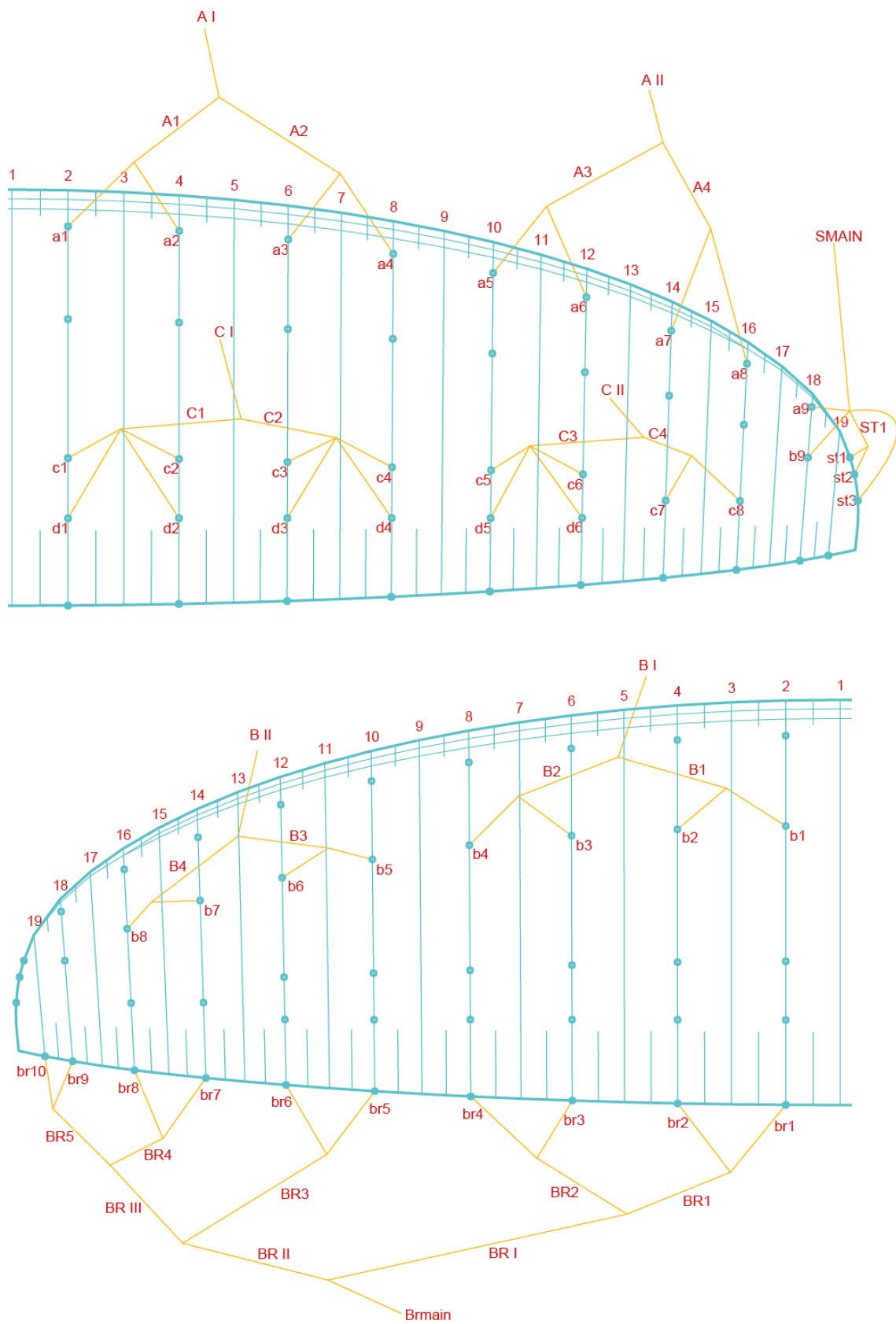
Part list

STÜCKLISTE					
 					
BEZEICHNUNG	TYPE	WERKSTOFF	OBERFLÄCHE	ABMESSUNG	HERSTELLER
Fangleinenschlösser	Triangle	Edelstahl	Edelstahl	Ø 3,5 mm	Maillon
Fangleinen (Stamm)	PPSL 275 / PPSL 200	Dyneema	Ummantelt	Ø 1,9 / 1,42mm	Liros
Fangleinen (1 Gabel)	PPSL 160 / PPSL 120	Dyneema	Ummantelt	Ø 1,4 / 1,15mm	Liros
Fangleinen (2 Gabel)	PPSL 120 / DSL 70	Dyneema	Ummantelt	Ø 1,15 / 0,95mm	Liros
Tuch Obersegel	DOKDO 30	Nylon	Beschichtet		Dominiko
Tuch Untersegel	DOKDO 20	Nylon	Beschichtet		Dominikot
Tuch Profile	SKYTEX 40 HARD	Nylon	Beschichtet		Dominiko
Faden Segel	TEX 45				A&E
Faden Tragegurte	TEX138				A&E
Schlaufenband	Schiffchenware	Nylon		12,5 mm	Schmahl
Profilverstärkung	Nylon Webbing	Nylon		Ø 2,7 mm	
Einfassband	NCV 20mm Mylar Tape	Mylar	90g	20 mm	Porcher Sport
Hauptbremsleine	DSL 350	Dyneema	Ummantelt	Ø 2,0 mm	Liros
Bremsmittelleinen	TSL 140	Aramid	Ummantelt	Ø 1,3 mm	Liros
Bremsgalerieleinen	DSL 70	Dynema	Ummantelt	Ø 0,95 mm	Liros
Leinensammler (Schlösser)	Leinenschloß Clip	Kunststoff			

ICARO Paragliders
 is a division of Adventure Design GmbH
 Selneckerstr. 20 , 04277 Leipzig, Germany

Datum 26.01.2018 , Unterschrift: _____
 Kristin Leichenring (CEO)

Line plan all over (all sizes)



FALCO XS 21,5 m²

ICARO Paragliders

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Line TYPE					Line Name				
Checking	Rib	A - LINES			Rib	A - LINES			
6379	2	PPSL 120	PPSL 160		2	a1	A1		
6302	4	PPSL 120		PPSL 275	4	a2		AI	
6271	6	PPSL 120	PPSL 160		6	a3	A2		
6283	8	PPSL 120			8	a4			
6213	10	PPSL 120	PPSL 160		10	a5	A3		
6129	12	PPSL 120		PPSL 275	12	a6		AI	
6022	14	PPSL 120	PPSL 160		14	a7	A4		
5911	16	PPSL 120			16	a8			
5617	18	DSL 70			18	a9			
5470	20	DSL 70	DSL 70		20	st1	ST1		
Checking	Rib	B - LINES			Rib	B - LINES			
6313	2	DSL 70	PPSL 120		2	b1	B1		
6233	4	DSL 70		PPSL 200	4	b2		BI	
6203	6	DSL 70	PPSL 120		6	b3	B2		
6220	8	DSL 70			8	b4			
6154	10	DSL 70	PPSL 120		10	b5	B3		
6078	12	DSL 70		PPSL 200	12	b6		BII	
5991	14	DSL 70	PPSL 120		14	b7	B4		
5888	16	DSL 70			16	b8			
5609	18	DSL 70		PPSL 120	18	b9		SMAIN	
5460	20	DSL 70			20	st2			
Checking	Rib	C - LINES			Rib	C - LINES			
6411	2	DSL 70	PPSL 120		2	c1	C1		
6325	4	DSL 70		PPSL 200	4	c2		CI	
6287	6	DSL 70	PPSL 120		6	c3	C2		
6298	8	DSL 70			8	c4			
6207	10	DSL 70	PPSL 120		10	c5	C3		
6133	12	DSL 70		PPSL 200	12	c6		CII	
6052	14	DSL 70	PPSL 120		14	c7	C4		
5939	16	DSL 70			16	c8			
5469	20	DSL 70			20	st3			
Checking	Rib	D - LINES			Rib	D - LINES			
6494	2	DSL 70			2	d1			
6408	4	DSL 70			4	d2			
6361	6	DSL 70			6	d3			
6365	8	DSL 70			8	d4			
6263	10	DSL 70			10	d5			
6185	12	DSL 70			12	d6			
Checking	Rib	BR - LINES			Rib	BR - LINES			
7162	r 2	DSL 70	DSL 70		r 2	br1	BR1		
6859	r 4	DSL 70		TSL 140	r 4	br2		BRI	
6664	r 6	DSL 70	DSL 70		r 6	br3	BR2		
6618	r 8	DSL 70			r 8	br4			
6476	r 10	DSL 70	DSL 70		r 10	br5	BR3		
6420	r 12	DSL 70			r 12	br6			Brmain
6371	r 14	DSL 70	DSL 70	TSL 140	r 14	br7	BR4		
6316	r 16	DSL 70		DSL 70	r 16	br8		BRII	
6279	r 18	DSL 70			r 18	br9			
6259	r 19	DSL 70	DSL 70		r 19	br10	BR5		

FALCO S 23,5 m²

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Line TYPE				Line Name			
Checking	Rib	A - LINES		Rib	A - LINES		
6671	2	PPSL 120	PPSL 160	2	a1	A1	AI
6590	4	PPSL 120	PPSL 275	4	a2		
6558	6	PPSL 120	PPSL 160	6	a3	A2	
6570	8	PPSL 120		8	a4		
6497	10	PPSL 120	PPSL 160	10	a5	A3	AII
6410	12	PPSL 120	PPSL 275	12	a6		
6298	14	PPSL 120	PPSL 160	14	a7	A4	
6181	16	PPSL 120		16	a8		
5874	18	DSL 70		18	a9		
5721	20	DSL 70	DSL 70	20	st1	ST1	
Checking	Rib	B - LINES		Rib	B - LINES		
6602	2	DSL 70	PPSL 120	2	b1	B1	BI
6518	4	DSL 70	PPSL 200	4	b2		
6487	6	DSL 70	PPSL 120	6	b3	B2	
6505	8	DSL 70		8	b4		
6436	10	DSL 70	PPSL 120	10	b5	B3	BII
6356	12	DSL 70	PPSL 200	12	b6		
6265	14	DSL 70	PPSL 120	14	b7	B4	
6157	16	DSL 70		16	b8		
5866	18	DSL 70	PPSL 120	18	b9		SMAN
5710	20	DSL 70		20	st2		
Checking	Rib	C - LINES		Rib	C - LINES		
6705	2	DSL 70	PPSL 120	2	c1	C1	CI
6614	4	DSL 70	PPSL 200	4	c2		
6575	6	DSL 70	PPSL 120	6	c3	C2	
6587	8	DSL 70		8	c4		
6491	10	DSL 70	PPSL 120	10	c5	C3	CII
6414	12	DSL 70	PPSL 200	12	c6		
6329	14	DSL 70	PPSL 120	14	c7	C4	
6210	16	DSL 70		16	c8		
5720	20	DSL 70		20	st3		
Checking	Rib	D - LINES		Rib	D - LINES		
6791	2	DSL 70		2	d1		
6701	4	DSL 70		4	d2		
6652	6	DSL 70		6	d3		
6657	8	DSL 70		8	d4		
6549	10	DSL 70		10	d5		
6468	12	DSL 70		12	d6		
Checking	Rib	BR - LINES		Rib	BR - LINES		
7408	r 2	DSL 70	DSL 70	r 2	br1	BR1	BRI
7173	r 4	DSL 70	TSL 140	r 4	br2		
6978	r 6	DSL 70	DSL 70	r 6	br3	BR2	
6921	r 8	DSL 70		r 8	br4		
6772	r 10	DSL 70	DSL 70	r 10	br5	BR3	BRII
6714	r 12	DSL 70		r 12	br6		
6662	r 14	DSL 70	DSL 70	r 14	br7	BR4	
6605	r 16	DSL 70	TSL 140	r 16	br8		
6566	r 18	DSL 70	DSL 70	r 18	br9		BRIII
6545	r 19	DSL 70	DSL 70	r 19	br10	BR5	

FALCO M 25,5 m²

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Line TYPE				Line Name			
Checking	Rib	A - LINES		Rib	A - LINES		
6949	2	PPSL 120	PPSL 160	2	a1	A1	AI
6865	4	PPSL 120		4	a2		
6831	6	PPSL 120	PPSL 160	6	a3	A2	
6844	8	PPSL 120		8	a4		
6768	10	PPSL 120	PPSL 160	10	a5	A3	All
6677	12	PPSL 120		12	a6		
6560	14	PPSL 120	PPSL 160	14	a7	A4	
6439	16	PPSL 120		16	a8		
6119	18	DSL 70		18	a9		
5959	20	DSL 70	DSL 70	20	st1	ST1	
Checking	Rib	B - LINES		Rib	B - LINES		
6877	2	DSL 70	PPSL 120	2	b1	B1	BI
6790	4	DSL 70		4	b2		
6757	6	DSL 70	PPSL 120	6	b3	B2	
6776	8	DSL 70		8	b4		
6704	10	DSL 70	PPSL 120	10	b5	B3	BII
6621	12	DSL 70		12	b6		
6526	14	DSL 70	PPSL 120	14	b7	B4	
6414	16	DSL 70		16	b8		
6110	18	DSL 70		18	b9		SMAIN
5948	20	DSL 70		20	st2		
Checking	Rib	C - LINES		Rib	C - LINES		
6984	2	DSL 70	PPSL 120	2	c1	C1	CI
6890	4	DSL 70		4	c2		
6849	6	DSL 70	PPSL 120	6	c3	C2	
6861	8	DSL 70		8	c4		
6761	10	DSL 70	PPSL 120	10	c5	C3	CII
6681	12	DSL 70		12	c6		
6593	14	DSL 70	PPSL 120	14	c7	C4	
6469	16	DSL 70		16	c8		
5958	20	DSL 70		20	st3		
Checking	Rib	D - LINES		Rib	D - LINES		
7074	2	DSL 70		2	d1		
6980	4	DSL 70		4	d2		
6929	6	DSL 70		6	d3		
6934	8	DSL 70		8	d4		
6822	10	DSL 70		10	d5		
6738	12	DSL 70		12	d6		
Checking	Rib	BR - LINES		Rib	BR - LINES		
7722	r 2	DSL 70	DSL 70	r 2	br1	BR1	BRI
7472	r 4	DSL 70		r 4	br2		
7259	r 6	DSL 70	DSL 70	r 6	br3	BR2	
7209	r 8	DSL 70		r 8	br4		
7054	r 10	DSL 70	DSL 70	r 10	br5	BR3	BRII
6994	r 12	DSL 70		r 12	br6		
6940	r 14	DSL 70	DSL 70	r 14	br7	BR4	
6880	r 16	DSL 70		r 16	br8		
6840	r 18	DSL 70		r 18	br9		BRIII
6818	r 19	DSL 70	DSL 70	r 19	br10	BR5	

FALCO L 27,5 m²

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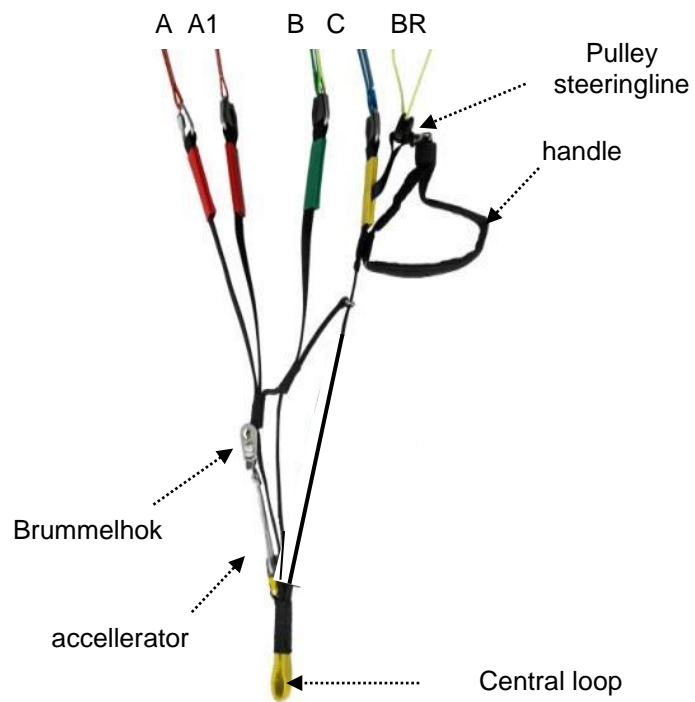
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Line TYPE				Line Name			
Checking	Rib	A - LINES		Rib	A - LINES		
7213	2	PPSL 120	PPSL 160	2	a1	A1	AI
7126	4	PPSL 120		4	a2		
7091	6	PPSL 120	PPSL 160	6	a3	A2	
7104	8	PPSL 120		8	a4		
7025	10	PPSL 120	PPSL 160	10	a5	A3	AII
6931	12	PPSL 120		12	a6		
6809	14	PPSL 120	PPSL 160	14	a7	A4	
6684	16	PPSL 120		16	a8		
6352	18	DSL 70		18	a9		
6185	20	DSL 70	DSL 70	20	st1	ST1	
Checking	Rib	B - LINES		Rib	B - LINES		
7138	2	DSL 70	PPSL 120	2	b1	B1	BI
7048	4	DSL 70		4	b2		
7014	6	DSL 70	PPSL 120	6	b3	B2	
7033	8	DSL 70		8	b4		
6959	10	DSL 70	PPSL 120	10	b5	B3	BII
6873	12	DSL 70		12	b6		
6774	14	DSL 70	PPSL 120	14	b7	B4	
6658	16	DSL 70		16	b8		
6342	18	DSL 70		18	b9		SMAIN
6174	20	DSL 70		20	st2		
Checking	Rib	C - LINES		Rib	C - LINES		
7246	2	DSL 70	PPSL 120	2	c1	C1	CI
7149	4	DSL 70		4	c2		
7106	6	DSL 70	PPSL 120	6	c3	C2	
7119	8	DSL 70		8	c4		
7018	10	DSL 70	PPSL 120	10	c5	C3	CII
6935	12	DSL 70		12	c6		
6844	14	DSL 70	PPSL 120	14	c7	C4	
6715	16	DSL 70		16	c8		
6184	20	DSL 70		20	st3		
Checking	Rib	D - LINES		Rib	D - LINES		
7340	2	DSL 70		2	d1		
7242	4	DSL 70		4	d2		
7189	6	DSL 70		6	d3		
7194	8	DSL 70		8	d4		
7081	10	DSL 70		10	d5		
6994	12	DSL 70		12	d6		
Checking	Rib	BR - LINES		Rib	BR - LINES		
8010	r 2	DSL 70	DSL 70	r 2	br1	BR1	BRI
7756	r 4	DSL 70		r 4	br2		
7545	r 6	DSL 70	DSL 70	r 6	br3	BR2	
7483	r 8	DSL 70		r 8	br4		
7322	r 10	DSL 70	DSL 70	r 10	br5	BR3	BRII
7260	r 12	DSL 70		r 12	br6		
7204	r 14	DSL 70	DSL 70	r 14	br7	BR4	
7141	r 16	DSL 70		r 16	br8		
7100	r 18	DSL 70		r 18	br9		BRIII
7077	r 19	DSL 70	DSL 70	r 19	br10	BR5	

Description of the risers



Description of the canopy

