

СЛУЖБА



POISON²

JET FLAP motor- & mountain-glider – DULV/DHV

Manual/Service

Serialno:



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1 INTRODUCTION

Congratulations and thank you for your decision for a skywalk glider! We can assure you that this decision will be honored with plenty of joy in flying.

To ensure that you feel at home on your new glider, we recommend you thoroughly read the Owners Manual/Operating Instructions. This way you will get to know your skywalk POISON 2 quickly and easily.

The following instructions will help to maintain your skywalk POISON 2 in excellent condition, to use it safely and have fun with it for a very long time.

If you have any questions, remarks or suggestions for improvement, please don't hesitate to contact us by fax, e-mail or phone.

The skywalk-team will be happy to help anytime.

Your skywalk-team



2 DESCRIPTION

The POISON 2 currently represents the absolute pinnacle of skywalk Paraglider development. The specifications for the successor to the well-established and successful POISON 1 were manifold but clearly defined by our Test and Competition Pilots and through ongoing customer feedback.

The top requirement was to achieve maximal performance in Gütesiegel-certification. For experienced Pilots the first priority remains flyable performance, speed- above all, but without losing the solid climbing characteristics of the POISON 1. Naturally, a glider of this class retains the established JET FLAPS as part of the package.

The POISON 2 speaks to the experienced cross-country and competition Pilot. With our constantly developing software, we've made large gains with the canopy quality, directly benefiting the glide performance.

Through a novel process called 3-D Ballooning, it is now possible for us to go into even more detail in the design of the canopy. The result- the canopy now exhibits extraordinary performance during high-speed flight as well as an above average stability.

The POISON 2 sets a benchmark among lightweight Gliders, made possible by the worldwide debut of the novel cloth, Aerofabrix AL29, as well as with skytex27, manufactured by Porcher Marine.

A sensationally low weight of approx. 5 kg is responsible for the amazingly manageable extreme flight characteristics, for a high performance glider with almost 70 cells.

2 TECHNICAL DATA

Type	XS	S	M	L
Number of cells	67	67	67	67
Area [qm]	23,6	26,3	28,2	30
Wingspan [m]	12,25	12,93	13,39	13,81
Aspect ratio	6,36	6,36	6,36	6,36
Area projected [qm]	19,5	21,7	23,28	24,8
Wingspan projected [m]	9,41	9,92	10,28	10,61
Aspect ratio projected	4,54	4,54	4,54	4,54
linelength [cm]	692	740	756	780
Line diameter [mm]	0,5/0,7/0,8/0,9/1,25/1,4			
Cord max. [cm]	235	248	257	265
Cord min. [cm]	52	55	57	59
Canopy Weight [kg]	4,5	5,0	5,4	5,8
Take off weight* [kg]	70-90	80-105	95-115	105-130
Pilot + 17 kg equipment				

This paraglider meets the demands of the regulations of german hanggliding association, DHV and the CEN at the time of distribution.

Further details of the construction and the measurements are described in the DHV-type sheet, which is part of this manual. The measurements of the line elements are listed in the type sheet or in the lineplans. They are measured with 5 kg weight. The DHV measures from the line carabiner to the bottom sail.

CAUTION:

THE TYPE SHEET IS PRINTED ONTO THE INSIDE OF THE STABILO. DATE AND NAME OF THE PILOT OF THE FIRST FLIGHT HAVE TO BE ENTERED!

2 LINESYSTEM

The POISON2 is equipped with a line system offering the ideal compromise between durability and low wind resistance. The material mix of sheathed Dyneema and unsheathed Tecnora lines guarantees the highest possible strength with minimal wind resistance. The unsheathed Technora top lines as well as the main lines have low wind resistance and high strength. They are partially double-spliced and additionally sewn. The double-splicing serves to optimally transfer power to the middle and top lines. To sum it up, this combination of materials offers both strength and performance.

The skywalk POISON 2 has a real 3 Line System, which means it is composed of only 3 line levels. 3 A, 3 B, 3 C as well as 1 Stabilo Line.

The skywalk POISON 2 has 5 Risers on each side.

- > The innermost and second A-Lines lead to the A1-Riser.
- > The outer A-Lines lead to the A2-Riser.
- > The 3 B-Lines lead to the B-Riser.
- > The outer C-Lines and the Stabilo Lines lead to the C1-Riser.
- > The innermost and second C-Line lead to the C2-Riser.

A schematical illustration of the Risers can be found on page

IMPORTANT SAFETY WARNING:

FLYING A PARAGLIDER REQUIRE MAXIMUM CAUTION AT ALL TIMES. BE AWARE THAT FLYING YOUR PARAGLIDER IS AT YOUR OWN RISK. AS A PILOT YOU HAVE TO GUARANTEE THE FLYING CAPABILITY OF YOUR PARAGLIDER BEFORE EVERY SINGLE FLIGHT.

Don't use your skywalk POISON 2 :

- > Outside the certified take-off weight.
- > With motor.
- > In rainy, snowy and extremely turbulent weather conditions or high winds.
- > In fog or clouds.
- > With insufficient experience or training.

Every pilot is responsible for their own safety and will have to ensure that their aircraft (paraglider) has been checked and serviced for its airworthiness before flying.

You can only fly your skywalk POISON 2 with a valid flying license and in accordance with local rules and regulations.

During its production your skywalk POISON 2 has passed thorough quality control-checks. More spot checks were performed before its despatch.

3 ACCELERATION SYSTEM

The skywalk POISON 2 can be equipped with an enclosed foot operated Acceleration-System.

The Speed System acts on the A-, B- and C-Risers. In the Start position all Risers are the same length: 50 cm without shackles. The P2 has a short and extremely effective speed path.

By activation of the Speed System, the A-1 Riser will be shortened by 14 cm, the A2-Riser 10,3 cm, the B-Riser 9 cm, and the C1-Riser 5 cm. The C2-Riser retains its original length. The brake-pulley moves upward during accelerated flight- this guarantees that the performance of the braking equipment under tension is not compromised. Optimal canopy form is sustained during accelerated flight conditions as well. The Speed System is designed for highest speed and best possible performance.

CAUTION:

THE DHV RATING OF SOME GLIDER SIZES CAN CHANGE DURING THE USE OF THE ACCELERATION SYSTEM IN FLIGHT. TO DETERMINE WHICH SIZES ARE AFFECTED PLEASE CHECK THE TYPE SHEET.

INSTALLING THE ACCELERATOR EQUIPMENT:

Most commonly used harnesses have pulleys for the acceleration-system already attached. The acceleration line runs from the front through the pulleys at the harness to the top. They are tied to the "Brummel-hooks" at the right length.

With the right adjustment of the acceleration lines, the foot-bar can be reached easily with angled legs during flight. By straightening the legs, the whole acceleration range can be used.

Prior to flying, the connection hooks of the foot-operated accelerator and the acceleration-system have to be connected to each other (Brummel-hooks). Check that the acceleration line runs freely.

Function:

By using the foot-operated accelerator the pilot reduces the force via a pulleysystem by half and shortens the A-, B- and C- risers.

4 HARNESS

The skywalk POISON 2 is licensed for all certified harnesses of the GH type (harnesses without solid cross-bracing).

Be aware that the level of suspension changes the relative braking distance.

CAUTION:

FULLY CROSS-BRACED HARNESSSES EFFECT THE HANDLING DRASTICALLY AND DO NOT LEAD TO HIGHER SAFETY!

5 FLIGHT TECHNIQUES AND CHARACTERISTICS

Preflight check and maintenance

It is important to check all paragliding equipment thoroughly before every flight to see if it has any defects. Also check the paraglider after long flights and after long storage.

Check thoroughly:

- >All seams of the harness, of the risers and of the reserve bridle.
- >That all connecting parts, maillons and carabiners are closed.
- >The brake-line knots on both sides and follow the brake-line to the top.
- >All the other lines from riser to canopy.
- >All the line attachment points at the canopy.
- >If the top or bottom of the wing are damaged or perished.
- >The ribs and crossports from inside.

CAUTION:

DO NOT TAKE-OFF IF YOU DETECT ANY DEFECTS, EVEN IF THEY ARE MINOR!

If you find any damage or excessive wear and tear please get in touch with your flying school.

The POISON is equipped with the trend-setting Jet-Flap system, just like the MESCAL and TEQUILA. Air is conducted from the bottom sail (pressure area) to the top sail (low-pressure area) and is blown out there with higher speed. The connection is established through jet shaped channels, which are located in the rear section of the wing.

When increasing the angle of attack the danger of airflow interruption and subsequent stalling is minimized.

Results: the constant airflow delays the stall even at great angles-of-attack, the flyable minimum speed is lowered and the pilot has a higher incidence range. This is of great importance, especially during starting and landing.

The Jet-flaps help for an extraordinary climbing performance. You don't need any special knowledge to have control of the flap system, the use of a Jet-Flap paraglider is the same as a conventional glider.

Turning

The skywalk POISON is very manoeuvrable and reacts to steering inputs directly and without delays. Simple weight shift enables you to fly very wide turns with minimal altitude loss. Combined steering technique: Weight shifting and pulling of the inside brake line allow extra tight turns.

During turning you can control the speed, the curve radius and banking by additional use of the outer brake. Counter braking or releasing the brake lines can change these parameters most effectively.

In order to achieve the best possible climbing performance, avoid sharp or abrupt braking, rather, allow the brake to pay out. This way the glider can find the optimal center of the thermals and will continue to gain in altitude. In narrower thermals, you can circle the glider more narrowly- when banking the glider will continue to stably gain altitude.

CAUTION:

PULLING THE BRAKE LINES TOO FAR AND TOO FAST CAN CAUSE A FULL STALL!

You will recognise a flat spin through high steering pressure and a slight backwards folding of the outer wing section. If this happens you have to release the inside brake immediately.

Emergency Steering:

In case one or both brake lines break you are able to steer and land the skywalk POISON 2 with help from the C-Riser.

Active Flying:

Active flying means flying in harmony with your paraglider.

Anticipate the behaviour of your skywalk POISON in flight, especially in turbulent and thermal conditions and react accordingly. In calm air necessary corrections will be minimal, but turbulence demands permanent attention and the use of brakes and weight shifting with the harness.

Good pilots have instinctive reactions. So possibly collapses can be felt early and prevented.

Accelerated Flying:

You will notice the high performance of the Poison2 not only during Trim flight, but also during accelerated glide. When you activate the Speed System, avoid applying too much pressure- the system operates very effectively and directly. To reach the maximum speed press the acceleration-system firmly until both pulleys on the A-risers touch each other.

If you apply pressure too quickly, the Poison2 will dive down forward due to the extreme change in position. Brake with feel and the glider will quickly accelerate and the rate of sink from start to highest speed will remain very moderate.

We would like to stress that Pilots should fly only in wind conditions that they are accustomed to. Even though the Poison2 is extremely stable in accelerated flight, a collapse in turbulence is still possible. In general, the reactions are more impulsive and demand quicker reaction time from the Pilot.

Therefore always use the acceleration-system with adequate height above the ground, obstacles and other aircraft.

During accelerated flight, the brake-pulley will move upwards, despite this you should avoid an inadequate brake-length line.

NEVER ACCELERATE IN TURBULENT AIR!

NEVER ACCELERATE NEAR THE GROUND

NEVER LET GO OF THE BRAKE HANDLES!

In case the glider collapses you will have to release the acceleration-system immediately to stabilise and reopen your paraglider.

Towing:

The skywalk POISON is very suitable for towing.

Make sure you climb from the ground at a flat angle.

- >The pilot must have a valid towing license.
- >The used tow winch has to be authorised.
- >The winch operator must have a towing license, which includes paragliding.

When towing always steer sensitively, do not brake too much because the glider already flies at an increased angle of attack. stall the glider warily.

Motorised flight

THE Poison2 is not certified for Motorflight.

CAREFULLY PACKING YOUR PARAGLIDER WILL INCREASE THE LONGEVITY OF YOUR GLIDER.

- > Empty the glider from all debris such as leaves, twigs, grass, sand etc.
- > Sort out your lines and spread them evenly on the glider.
- > Make sure the glider is dry when storing it for a longer period of time.
- > Fold the glider starting in the middle and working your way to the outside always folding 2 cells, so that the leading edge is folded cleanly.
- > Fold the cells, starting from the second cell from the middle, so that the reinforced edges of the cell openings are on top of each other.
- > Do the same at the lower long-edge of the glider.
- > This folding method is best done together with a friend, but you should be able to do the same on your own after some practice.
- > Then press the air out of the folded glider starting at the bottom and working your way to the top.
- > Fold the whole row once toward the middle.
- > Do exactly the same on the other side. Then fold one half onto the other half and make sure the leading edge are folded cleanly.
- > Start wrapping up the glider from its lower end. The wraps should be approx. 1ft. wide.
- > The leading edge can be folded inwards once, but is not necessary. The left over air should be pressed out of the glider and not through the material (this can increase the porosity of your glider).
- > Now attach the compression band around the packed wing, at right angles to the cell openings, then slide the glider into the light nylon bag. This helps to protect the cloth from being damaged by sharp edges or zippers from your harness.
- > Open the backpack and place your glider on the inside edge. The soft wing on your back will make transportation much more comfortable.

Place the harness with the seat board facing up on top of your glider and close the zippers. Put the rest of your equipment (helmet, overall, instruments etc.) under the hood of your Packsack.

6 DESCENT TECHNIQUES

The POISON 2 MANUAL is not a textbook for learning how to paraglide.

According to the local rules and regulations, instruction and training must be carried out in licensed schools. The following information enables you to get the most out of your skywalk POISON 2 .

Spiral dive:

You can initiate the spiral dive by carefully increasing the pull on one of the brakes and simultaneously shifting your weight to the inside of the turn. If the glider doesn't bank up and the sink rate doesn't increase, then try again. Don't just apply more and more brake without sensitivity.

The skywalk POISON 2 enters the spiral dive with a high bank angle and makes a fast steep turn. The banking and sinking can be controlled by dosed pulling resp. loosening the inner brakeline. Smooth braking of the outer wingtip avoids collapsing and also speed can be controlled better in hard spirals. The spiral is the most effective tool in losing height. This is advantage and disadvantage at the same time, the pilot needs to be able to handle the resulting high sinkrates.

CAUTION:

THE HIGH SINK RATE CAUSES HIGH PHYSICAL STRAIN DUE TO THE INCREASING CENTRIFUGAL FORCES AND MAY CAUSE BLACKOUTS!

Tensing the stomach muscles during the spiral dive can be helpful. At the first signs of dizziness or feeling faint exit the spiral dive immediately.

Because of the extreme loss of altitude experienced during a spiral dive always ensure you have enough height above ground.

To avoid a strong surge when exiting the spiral dive you have to release the inside brake while applying the outer brake slightly.

The skywalk POISON 2 has no tendency for locking into a spiral dive unless the Pilot sits with his weight on the inner side of the curve and does not sit in a neutral position in the harness. In this case shift your weight to the outside of the turn and simultaneously apply more outside brake.

Applying both brakes will also take the paraglider out of the spiral dive but the glider can front tuck and you should dampen the exit with the brakes.

Remember: Compared to regular flight manoeuvres the steering forces in a spiral dive are a lot higher!

B-line stall

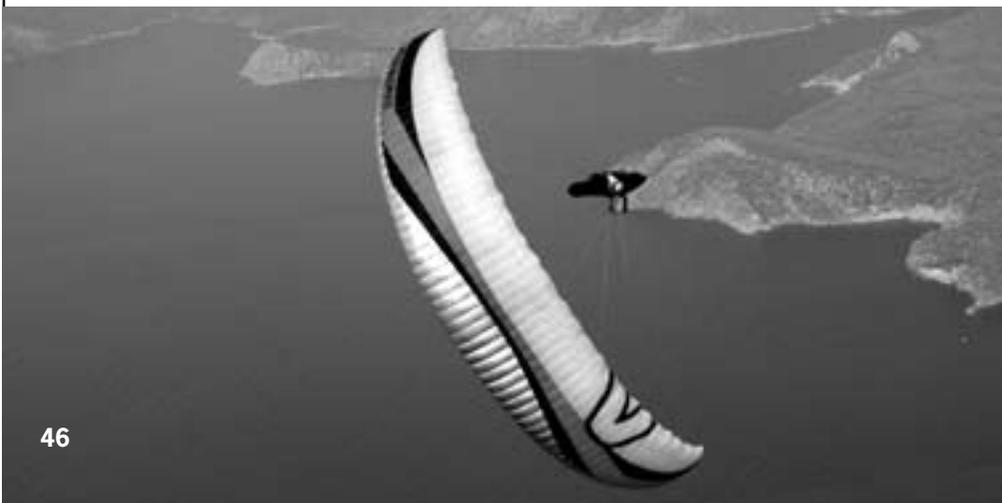
B-Line Stall: Due to the 3 Line System, the B-Stall demands a higher energy expenditure as with the 4 Line Systems. The glider dives back further and shoots (at the wrong time) clearly more forward. Because the B-Stall has a much higher wear and tear effect on the cloth, we recommend using it only as an aid in descending.

Big ears

Big Ears: Pull the outer A-Lines (A2-Riser) symmetrically downward for Big Ears. Both wing tips will fold inwards and the rate of sink increases.

If you then activate the Speed System, the rate of sink will increase again. The glider remains controllable through weight shift and braking on one side. To exit Big Ears, gently use the steering lines.

A steep spiral or wingover with Big Ears is strongly discouraged. It can lead to damage of material due to the high stress on the remaining lines.



7 EXTREME FLIGHT MANOEUVRES

Caution: all extreme manoeuvres place an extensive stress on materials. A reduced product life is the direct result.

Asymetric tuck:

In strong turbulence, the canopy may collapse. The skywalk POISON 2 will re-open automatically even after bigger collapses within a turn of 180°. The turning towards the collapsed wing section can be minimised by braking on the remaining open side of the canopy. In case of a big collapse you will have to use small brake movements in order to avoid a stall. In case the canopy still doesn't recover you can accelerate the opening process by pumping the brake on the tucked side.

Cravat/Line over:

This type of instability never occurred during any of our test flights with the skywalk POISON 2. Still, in extremely turbulent air or during exceptional piloting errors it is possible that the folded wing section might get tangled in the lines. The pilot may then stabilise the paraglider by careful counter-braking. Without immediate intervention of the pilot a cravated paraglider will turn into a strong spiral dive.

There are several possibilities to untangle the paraglider:

- > Pumping on the folded side.
- > Pulling the stabilo-lines (tip-lines).
- > In case none of these manoeuvres have any success you can try to unfold the paraglider by performing a Full Stall. Only experienced pilots, with a lot of flight experience should attempt this manoeuvre.

CAUTION:

IF NONE OF THESE MANOEUVRES ARE SUCCESSFUL OR THE PILOT FEELS OVERWHELMED BY THE SITUATION THE RESERVE PARACHUTE SHOULD BE DEPLOYED IMMEDIATELY!

Front tuck:

The paraglider can be front tucked by a strong pull on the A-risers or when encountering strong sink. The leading edge will fold forward along the whole length

of the wing. Light braking will reduce the forward surge and will help to speed up the opening of the canopy. If the Pilot grabs the brakes too roughly, a dangerous stall could result.

The parachutal stall:

The paraglider has no forward speed and a much increased descent rate.

The Parachutal Stall may follow a too passively released B-line Stall.

Porous canopy fabric (excessive UV-degradation) or frequent, strong towing (stretched A-lines) results in an increased risk of a Parachutal Stall.

The pilot can recover from the Parachutal Stall by slightly pushing the A-risers forward at the mallions or by using the accelerator.

The skywalk POISON 2 usually exits the Parachutal Stall automatically.

CAUTION:

AS SOON AS YOU APPLY THE BRAKES DURING A PARACHUTAL STALL THE PARAGLIDER WILL IMMEDIATELY ENTER A FULL STALL. IF STILL IN A PARACHUTAL STALL CLOSE TO THE GROUND DO NOT ATTEMPT TO RECOVER BUT STRAIGHTEN UP YOUR POSITION IN THE HARNESS AND PREPARE FOR A PARACHUTE LANDING ROLL.

Wingover:

Alternating left/right turns lead to an increased banking of the canopy. The load on the outside wing tip to a minimum (the tip starts to feel light). Further turns and higher banking is not recommended at this stage as the canopy might collapse on the inside wing section. To pick up speed brake gently to dampen the forward surge of the skywalk POISON 2 and to counteract a possible Front Tuck.

CAUTION:

FULL STALL, NEGATIVE SPIN AND WINGOVERS (ABOVE 90°) ARE ILLEGAL ACROBATIC FLIGHT MANOEUVRES AND ARE NOT PERMITTED IN REGULAR AIR TRAFFIC.

WRONG OR EXCESSIVE STEERING IN THESE SITUATIONS MAY HAVE FATAL CONSEQUENCES INDEPENDENT OF THE TYPE OF PARAGLIDER USED!

8 MATERIALS

The skywalk POISON 2 is manufactured out of highest-grade materials.

skywalk has chosen the best possible combination of materials regarding durability, performance and longevity. We know that durability is a deciding factor for the customer's satisfaction.

Wing and Ribs:

Leading Edge Upper Sail	aerofabrix[AI] 29
Bottom Sail	Porcher Marine 9017E68A
Lower Sail	Porcher Marine skytex 27
Ribs	Porcher Marine Nylon

Lines:

Top- and Brake-lines	Edelrid 8000-80,8000-65,8000-45 partially double spliced
Middle-lines	Edelrid 8000-120, 8000-80 partially double spliced
Main-lines AI, AII, BI, BII	Liros PPSL200,
Main-lines AIII, BIII, CI, CII, CIII	Liros TC 200 double spliced
Stabilo	Edelrid 8000-80
Main-Brake-lines	Liros PPSL 200
Leading edge reinforcements	Dacron
Attachment point reinforcements	Dacron

Risers:

Risers are manufactured by Cousin Freres, from 12,5 mm Polyester webbing with Kevlar inserts. Stretch values, strength and stability of this material is amongst the leading positions of all webbing products currently on the market.

9 MAINTENANCE

With proper maintenance, your skywalk POISON 2 will be in an airworthy condition for several years. A well looked after paraglider lasts a lot longer than one which is packed in its bag without care after use. **Always remember: Your life depends on your paraglider!** Furthermore, the POISON 2 is equipped with the new aerofabrix[AI] 29. Please read the Tips and Tricks for Cloth Handling.

Storage:

Store your paraglider in a dry location, protected from light and away from chemicals! Damp is a natural enemy for any paraglider. Therefore always make sure your paragliding equipment is dry before packing it away. Dry if necessary in a heated room.

Cleaning:

Rubbing and cleaning leads to faster deterioration of your paraglider. The PU and Aluminium-coated cloth of the skywalk POISON2 is highly soil-resistant. If you still think that your paraglider needs to be cleaned, then use a soft and wet towel or sponge. Don't use any soap or detergents. Never use inflammable products.

Repair:

All repairs must be carried out by the manufacturer or by an authorised skywalk-Service-Centre. Amateur repairs can cause more harm than good.

Wear:

The skywalk POISON 2 mainly consists of Nylon fabric that loses strength and shows an increase in porosity under the influence of UV-radiation. Only unfold the paraglider shortly before starting and pack away immediately after landing to avoid any unnecessary sun exposure.

Line-Repairs:

The lines of the skywalk POISON 2 consist of a Dyneema-core and a Polyester-cover. Avoid heavy loads on single lines, as excessive stretch may be irreversible. The POISON2 suspension lines are composed of a Dyneema-core with a Polyester sheathing as well as unsheathed Technora Lines
Repeated folding or kinking of lines at the same spot reduces their strength even if

it's just a little. A repeated pinching or folding of the line at the same spot diminishes its strength.

Every visual damage of a line, even if it is only the line coating, requires a replacement. Only acquire new lines from the manufacturer or from an authorised skywalk-Service-Centre. Your flying school or your dealer will assist you to change a defect line. Check the correct length of the line before replacing it. Compare with its counterpart on the opposite side of your glider. After the exchange a line-check will be necessary. The best way to this is by unfolding the glider on the ground!

Tips and Tricks for Cloth Handling:

aerofabrix[Al] 29 is metallized with mist-fine nano-coatings of aluminium, in order to reflect UV rays, and therefore markedly slow down the aging properties of the cloth. In order to care for and ensure the continued performance of your Glider and this special high-performance cloth, it is imperative that you adhere to the following guidelines.

Therefore, the following Instructions for Handling and Care:

- 1.** Avoid any unnecessary exposure to sun or weathering. During start, do not lay the glider on the ground for long periods of time, and always pack it up right after landing.
- 2.** Any rubbing or abrasion will lead to cloth damage, so be sure not to drag the cloth on the ground.
- 3.** Lay the glider cell upon cell, but please avoid tightly squeezing or tightly folding the glider together.
- 4.** Always use the special inner Pack Sack together with the padded Pack Band, both made of very soft cloth.
- 5.** Always store the risers in the protective casing provided for this use.
- 6.** Never bring the cloth into contact with saltwater, the metallic content may react with the saltwater and lead to corrosion. If the glider does happen to come into contact with saltwater, please rinse it with ample amounts of fresh water and then carefully and thoroughly dry it.

7. Never pack up a wet glider! If this is unavoidable, then dry the glider as soon as possible.
8. After flying in air with a saltwater content, allow the glider to dry thoroughly – do not pack it up when still damp.
9. If you do not fly with your glider for long periods of time, we recommend storing it in the special storage bag from skywalk. Store in a dry and low-light location.
10. Never leave the glider in a car parked in full sun. The high temperature can lead to the damage of any glider.
11. Dirt or dust can be wiped away easily with a soft cloth and some warm water. Afterwards please dry thoroughly.
12. You can repair small cracks as usual with Ripstop sealing tape, larger damage must be repaired by an authorized Dealer.

General informations:

- >When unfolding the paraglider insure that neither the canopy nor the lines become too dirty as dirt particles in the fibres can damage the material and lines.
- >If the lines get tangled on the ground they may be over-stretched or break during take-off.
- >Do not step on the lines and/or canopy.
- >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.
- >Uncontrolled inflation attempts in strong winds may result in the glider impacting into the ground at high speed. This can cause rips, damage on lines and/or fabric.
- >Make sure not to land your canopy leading edge first as this may cause permanent damage to this area of your paraglider.
- >After landings in trees or on water you should check the length of the lines.
- >After contact with salt water thoroughly rinse the equipment with fresh water!

9 2-YEAR-CHECK / CERTIFICATION

According to DHV regulations your glider will have to undergo a maintenance check after 24 months.

According to these regulations the Two-Year-Check has to be carried out by the manufacturer, its representative or by the owner himself.

The check will have to be confirmed by a DHV-stamp. Missing this deadline or if the check is carried out by an unauthorised company will lead to immediate loss of your skywalk POISON 2 DHV-certificate and all warranty and liability claims.

We recommend not to do this check yourself. Without the proper instruments and specific knowledge the check will be insufficient. The airworthiness of your glider can't be guaranteed.

Changes to the paraglider:

Your skywalk POISON 2 is manufactured within the regulated parameters of tolerance.

These parameters are very narrow and mustn't be altered under any circumstance.

Only this way the optimum balance between performance, handling and safety can be guaranteed!

UNAUTHORISED CHANGES CAUSE AN IMMEDIATE EXPIRATION OF THE OPERATING LICENSE! ANY LIABILITY CLAIM TOWARDS THE MANUFACTURER AND ITS DEALERS IS EXCLUDED!

11 CONCLUSION

Paragliding is a fascinating sport. With the POISON 2 you own a product which is at the top of actual development

This glider will provide you with plenty of fun over many years, as long as you treat and maintain it in a responsible way. Respect for the requirements and potential hazards of our sport are essential for safe and successful flying.

Even the safest paraglider may crash due to a pilot error or meteorological miscalculations.

Remember that aviation sports are potentially hazardous and that you are responsible for your own safety.

In the interest of our sport we advise you to fly cautiously and in accordance with air law and local rules and regulations.

PILOTS FLY AT THEIR OWN RISK!

YOUR SKYWALK TEAM



SKYWALK

GmbH & Co. KG

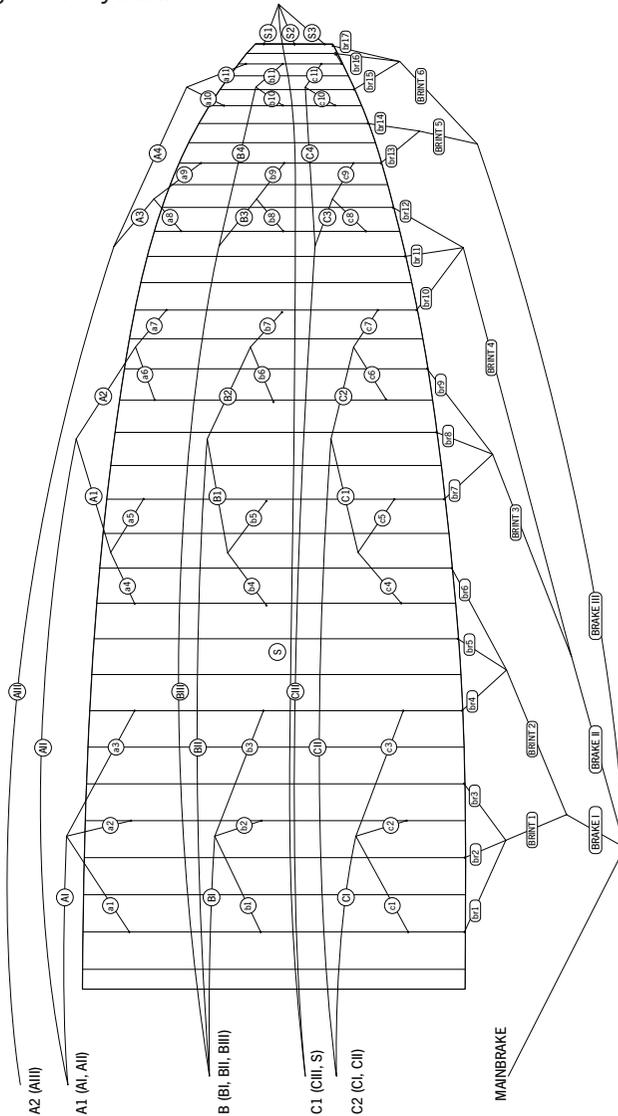
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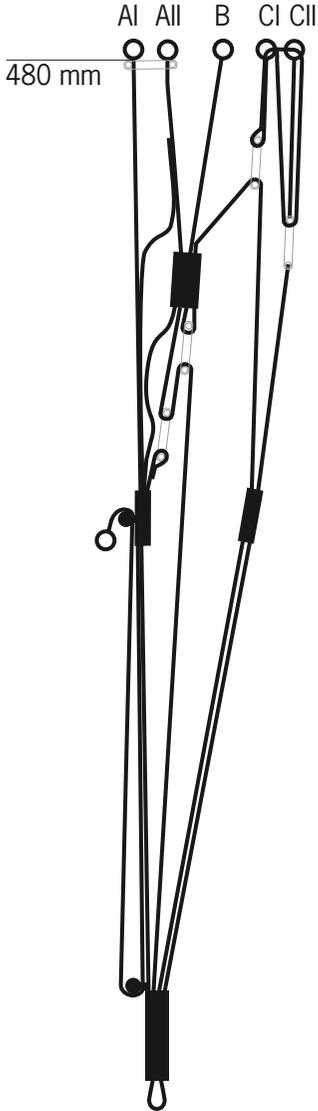
12 LINE PLAN

The displayed line plan of the skywalk MOJITO.HY is only for demonstration purposes of the line configuration. Plans for other sizes can be acquired via flight schools, importers or directly from skywalk.

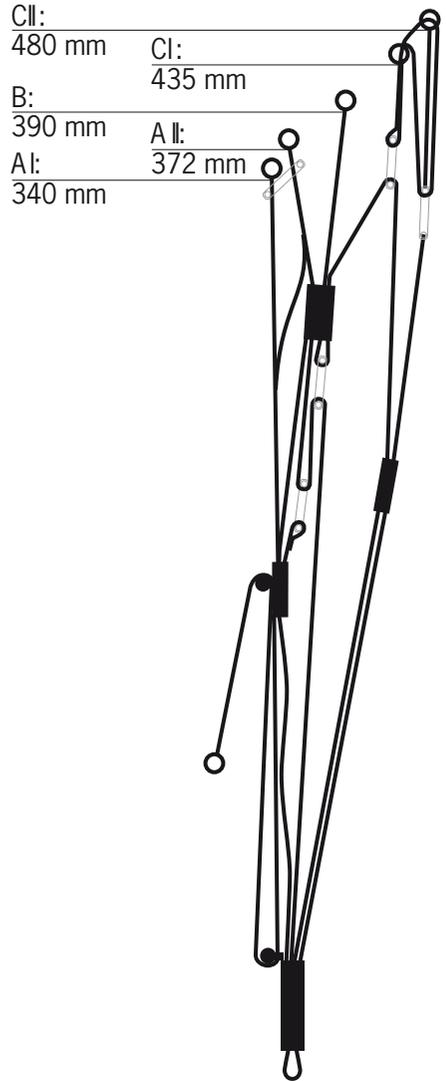


12 RISERS

POISON 2, Size XS und S



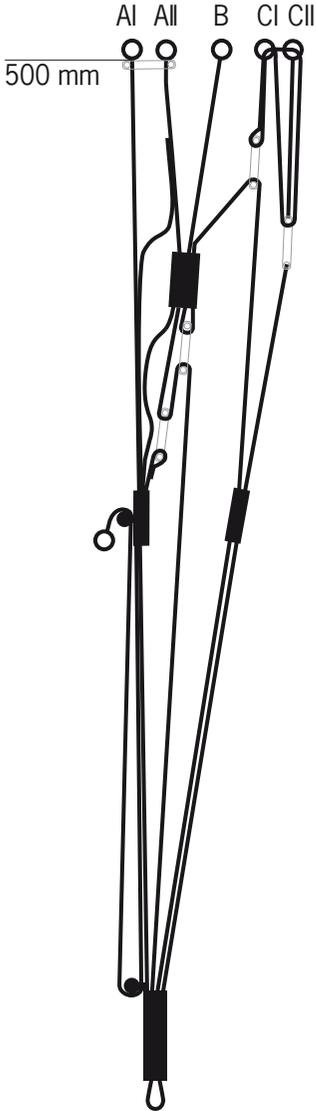
Trimspeed



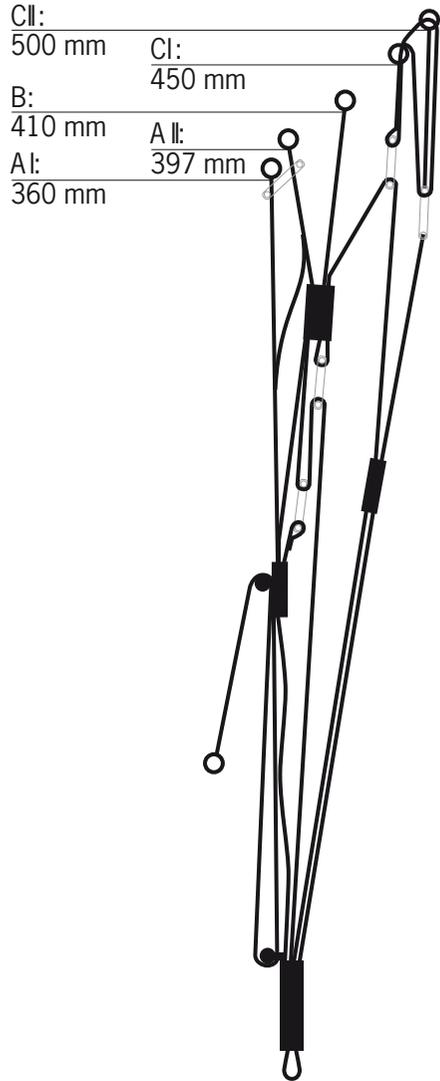
Accelerated

12 RISERS

POISON 2, Size M



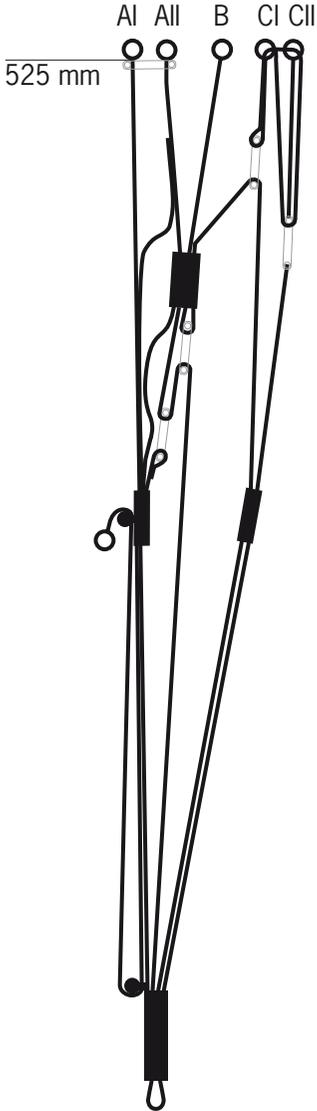
Trimspeed



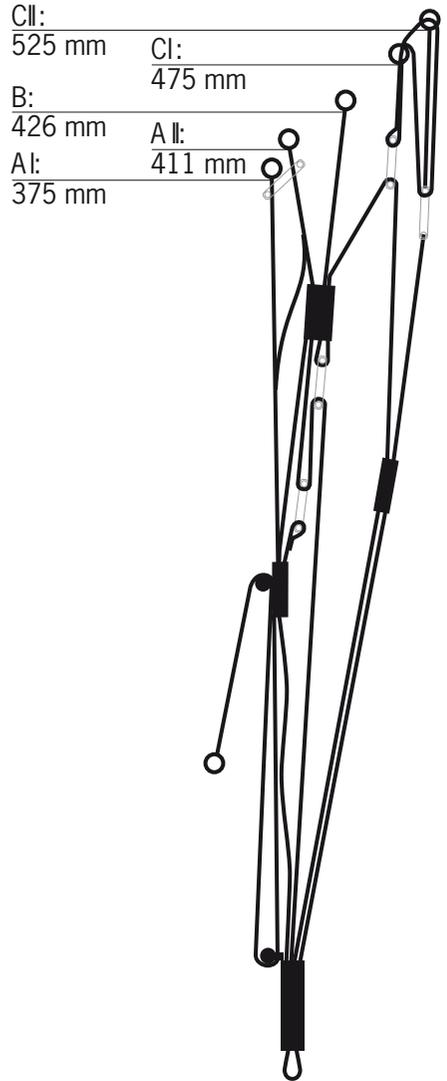
Accelerated

12 RISERS

POISON 2, Size L



Trimspeed



Accelerated

13 TEST PROTOCOL

Test Protocol		Date:
Customer, Name:		
Adress:		Phone:
Glider:	Size:	Serial number:
Gütesiegelnr.	Date of last check:	
Date of first flight:	Year of construction:	

Accomplished checking:	Results: [+/-]	Description of failure	Suggested repairs
Identification:	<input type="checkbox"/> + <input type="checkbox"/> -		
Visual check of canopy:			
Upper surface:	<input type="checkbox"/> + <input type="checkbox"/> -		
Lower surface:	<input type="checkbox"/> + <input type="checkbox"/> -		
Profiles:	<input type="checkbox"/> + <input type="checkbox"/> -		
Line flares:	<input type="checkbox"/> + <input type="checkbox"/> -		
Leading edge:	<input type="checkbox"/> + <input type="checkbox"/> -		
Trailing edge:	<input type="checkbox"/> + <input type="checkbox"/> -		
Crossports:	<input type="checkbox"/> + <input type="checkbox"/> -		
Visual check of lines:			
Seams:	<input type="checkbox"/> + <input type="checkbox"/> -		
Abrasion spots:	<input type="checkbox"/> + <input type="checkbox"/> -		
Core withdrawals:	<input type="checkbox"/> + <input type="checkbox"/> -		
Vis. check of connectionparts			
Suspension line screw locks:	<input type="checkbox"/> + <input type="checkbox"/> -		
Risers:	<input type="checkbox"/> + <input type="checkbox"/> -		
Lenght measurement:			
Risers:	<input type="checkbox"/> + <input type="checkbox"/> -		
Lines:	<input type="checkbox"/> + <input type="checkbox"/> -		
Examinations of the canopy:			
Firmness of canopy:	<input type="checkbox"/> + <input type="checkbox"/> -		
Porosity:	<input type="checkbox"/> + <input type="checkbox"/> -		

Examinations of the lines:			
Firmness of main lines:		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	daN
Visual check of trimming:	<input type="checkbox"/> +	<input type="checkbox"/> -	
Checkflight necessary?	<input type="checkbox"/> +	<input type="checkbox"/> -	
Gütesiegel plaque?	<input type="checkbox"/> +	<input type="checkbox"/> -	
Identification plate?	<input type="checkbox"/> +	<input type="checkbox"/> -	
<p>Condition: <input type="checkbox"/> New</p> <p><input type="checkbox"/> Very good condition</p> <p><input type="checkbox"/> Good condition</p> <p><input type="checkbox"/> Well used</p> <p><input type="checkbox"/> Heavily used, but within gütesiegel standards, frequent checks required</p> <p><input type="checkbox"/> No longer airworthy, outside of the limit values.</p>			
Repairs made?			
Signature of tester:		Date:	

13 TEST PROTOCOL

Test Protocol		Date:
Customer, Name:		
Adress:		Phone:
Glider:	Size:	Serial number:
Gütesiegelnr.	Date of last check:	
Date of first flight:	Year of construction:	

Accomplished checking:	Results: [+/-]	Description of failure	Suggested repairs
Identification:	<input type="checkbox"/> + <input type="checkbox"/> -		
Visual check of canopy:			
Upper surface:	<input type="checkbox"/> + <input type="checkbox"/> -		
Lower surface:	<input type="checkbox"/> + <input type="checkbox"/> -		
Profiles:	<input type="checkbox"/> + <input type="checkbox"/> -		
Line flares:	<input type="checkbox"/> + <input type="checkbox"/> -		
Leading edge:	<input type="checkbox"/> + <input type="checkbox"/> -		
Trailing edge:	<input type="checkbox"/> + <input type="checkbox"/> -		
Crossports:	<input type="checkbox"/> + <input type="checkbox"/> -		
Visual check of lines:			
Seams:	<input type="checkbox"/> + <input type="checkbox"/> -		
Abrasion spots:	<input type="checkbox"/> + <input type="checkbox"/> -		
Core withdrawals:	<input type="checkbox"/> + <input type="checkbox"/> -		
Vis. check of connectionparts			
Suspension line screw locks:	<input type="checkbox"/> + <input type="checkbox"/> -		
Risers:	<input type="checkbox"/> + <input type="checkbox"/> -		
Lenght measurement:			
Risers:	<input type="checkbox"/> + <input type="checkbox"/> -		
Lines:	<input type="checkbox"/> + <input type="checkbox"/> -		
Examinations of the canopy:			
Firmness of canopy:	<input type="checkbox"/> + <input type="checkbox"/> -		
Porosity:	<input type="checkbox"/> + <input type="checkbox"/> -		

Examinations of the lines:			
Firmness of main lines:		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	daN
Visual check of trimming:	<input type="checkbox"/> +	<input type="checkbox"/> -	
Checkflight necessary?	<input type="checkbox"/> +	<input type="checkbox"/> -	
Gütesiegel plaque?	<input type="checkbox"/> +	<input type="checkbox"/> -	
Identification plate?	<input type="checkbox"/> +	<input type="checkbox"/> -	
<p>Condition: <input type="checkbox"/> New</p> <p><input type="checkbox"/> Very good condition</p> <p><input type="checkbox"/> Good condition</p> <p><input type="checkbox"/> Well used</p> <p><input type="checkbox"/> Heavily used, but within gütesiegel standards, frequent checks required</p> <p><input type="checkbox"/> No longer airworthy, outside of the limit values.</p>			
Repairs made?			
Signature of tester:		Date:	



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