

POISON

ΣΥΝΤΗΡΗΣΗ

MANUAL/SERVICE

SerialNo:

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1 INTRODUCTION

Congratulations and thank you for purchasing the new skywalk POISON3! We can assure you that this decision will reward you with plenty of pure passion for 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 POISON3 in a quick and simple manner. The following instructions will help to keep your skywalk POISON3 in excellent condition, to use it safely and enjoy it for a very long time. If you have any questions, remarks or suggestions for improvement, please do not hesitate to contact us by fax, e-mail or phone. The skywalk-team is always happy to be of service.

THE SKYWALK TEAM



2 DESCRIPTION

Since its introduction to the market, the skywalk POISON has stood for high performance and maximal innovation. The third generation of the POISON continues in this tradition.

The skywalk POISON3 combines a very high safety standard in the LTF/EN D class with extraordinary performance data, thereby merging seamlessly with the positive features of its predecessor.

Along with maximum performance, special attention was paid to achieving a very high comfort factor.

This is a deciding factor if the pilot target group is able to access the maximum performance of this wing. Handling must be excellent, because pilots can only access the full performance potential if they have the wing under control in all conditions.

We implemented everything that is technically possible today and the resulting performance of the POISON3 sets new benchmarks: pure 3-liner, double-spliced uncovered lines with loop sleeves, stress relief bands, optimized profile, radius and outline, redesigned risers with individual line connections, JET FLAPS...these are a few of the features and technical innovations that the POISON3 brings to the start. Our ongoing research and development is the main factor which allows us to remain at the peak of paraglider design today.

Naturally, as is the case with our other wings, we could not do without JET FLAPS. They are becoming even more important in order to guarantee safety with such a high aspect ratio. More aspect ratio means less chord and therefore a shorter steering path. This predestines the use of JET FLAPS on the POISON3! The POISON3 is perfect for ambitious XC pilots, competition pilots and also those climbing up from the LTF 2/2-3 class.

3 TECHNICAL DATA

| TYP | XS | S | M | L | XL |
|---------------------------|---------------------------|--------|--------|---------|---------|
| Number of cells | 69.00 | 69.00 | 69.00 | 69.00 | 69.00 |
| Area [qm] | 22.95 | 24.88 | 26.80 | 28.24 | 29.40 |
| Wingspan [m] | 12.51 | 13.03 | 13.52 | 13.88 | 14.17 |
| Aspect Ratio | 6.82 | 6.82 | 6.82 | 6.82 | 6.82 |
| Area projected[qm] | 19.10 | 20.70 | 22.30 | 23.50 | 24.50 |
| Wingspan projected [m] | 9.62 | 10.02 | 10.40 | 10.67 | 10.90 |
| line diameter [mm] | 0,55/0,65/0,7/1,1/1,2/1,3 | | | | |
| Aspect ratio projected | 4.85 | 4.85 | 4.85 | 4.85 | 4.85 |
| average line length* [cm] | 716 | 745 | 774 | 794 | 810 |
| cord max. [cm] | 221 | 230 | 239 | 245 | 250 |
| cord min. [cm] | 42 | 43 | 45 | 46 | 47 |
| canopy weight [kg] | 5.10 | 5.50 | 6.00 | 6.30 | 6.60 |
| take-off weight* [kg] | 70-90 | 80-100 | 90-110 | 100-120 | 110-130 |
| Pilot + 17 kg equipment | | | | | |

The homologation tag can be found in a pocket on the middle profile rib. In Germany, the homologation badge must be attached to the glider. If there is no badge attached, the skywalk seal must be visible. This seal certifies that the glider is identical in construction to the model inspected at the homologation location. If the seal is missing, it can be assumed that the glider is a prototype which has not been inspected.

4 LINE SYSTEM

All of the lines on the POISON3 are uncovered. In order to optimize the performance of the paraglider, the lines have been adjusted for strength according to their respective load. The lines have been double-spliced at the connections in order to stand up to increased load.

The POISON3 has a pure 3-liner system, which means it is equipped with only 3 line levels: 3 A, 3 B, 3 C as well as 1 Stabilo line.

This also means that the POISON3 has only A, B and C connection points.

The skywalk POISON3 has 7 risers per side.

- > The A-lines lead to the A-riser.
- > The B3-line leads to the B3 riser, the B2-line leads to the B2-riser, the B1 line as well as the stabile (tip) line lead to the B1-riser.
- > The C3-line leads to the C3-riser, the C2-line leads to the C2-riser, the C1-line leads to the C1-riser. These individual line connections guarantee the full stability of your wing also when accelerated!

You can find a schematic diagram at the end of the handbook.



IMPORTANT SAFETY WARNING:

FLYING A PARAGLIDER REQUIRES MAXIMUM CAUTION AT ALL TIMES. BE AWARE THAT FLYING YOUR PARAGLIDER IS DONE AT YOUR OWN RISK. AS A PILOT YOU MUST GUARANTEE THE AIRWORTHINESS OF YOUR PARAGLIDER BEFORE EVERY SINGLE FLIGHT.

Don't use your skywalk POISON3:

- > Outside the certified take-off weight
- > With any engine
- > 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 his own safety and will have to ensure that his aircraft (paraglider) has been checked and serviced for airworthiness before flying.

You can only fly your skywalk POISON3 with a valid flying license and in accordance with local rules and regulations. During production, your skywalk POISON 3 has passed several thorough quality control checks. More spot checks were performed before shipping.

5 ACCELERATION SYSTEM

The skywalk POISON3 can be equipped with a foot operated speed system. The speed system acts on the A-, the 3 B-, the C3 and C2-riser. All of the risers are the same length in the launch position. Thanks to the 3 line system, the POISON3 has very efficient acceleration.

Upon use of the speed system, the A, B and C risers shorten. How strongly can be seen in the drawing on page --. Each wing size has a special riser, as well as optimized speed system length.

Installing the accelerator equipment:



Most commercially available harnesses have pulleys attached for the speed system. The speed system lines are fed up through the pulleys on the harness and connected with the brummel hook. With the correct adjustment of the speed system lines, the first level of the speed system can be easily accessed with legs bent during flight, and the second level of the entire trim is accessible with legs stretched out. Before launch, the hooks (maillon or brummel hook) must be attached from the foot speed system to the speed system on the risers. Make sure that the speed system line runs freely.

A schematic diagram of the risers can be found on page 64-66.

6 HARNESS

All certified harnesses belonging to the GH harness group (harness or rigid bracing) are approved for use with the skywalk POISON3. Please note that the relative brake travel changes with the height of the main attachment point. Recommendation: Our prone harness RANGE is perfect for use with the cross country machine POISON3!

CAUTION:

FULLY CROSS-BRACED HARNESSES EFFECT THE HANDLING DRASTICALLY AND DO NOT LEAD TO INCREASED SAFETY!



7 FLYING PRAXIS AND MAINTENANCE

It is important to inspect all paragliding equipment thoroughly before every flight to check for possible defects. Also check the glider after long flights and after long periods of 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 has partial damage or is highly damaged
- > The ribs and crossports from inside

CAUTION:

DO NOT LAUNCH 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 POISON3 is also equipped with the innovative JET FLAP System. 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 stall is minimized.

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.

LAYING OUT THE GLIDER:

If you are using your paraglider for the first time we recommend that you practise some inflations and try some simple flights at a training site. This way you are able to get accustomed to your skywalk POISON3.

The best method is to lay out the canopy relatively straight, but still with the middle of the canopy forming the highest point of the paraglider. Despite its high aspect ratio, the POISON3 can be launched forward very well with constant steering of the A-riser. Separate the line levels carefully and align the risers. If the risers are not twisted, the brake line will run freely through the eye to the back edge of the wing. All lines must run freely without knots from the risers to the canopy. Since the lines are thin, please sort them carefully. Knots in the lines may not untangle in flight!

The brake lines lay directly on the ground, so pay special attention that they don't get caught during launch. There should not be any lines underneath the canopy. If the lines wrap around the canopy, this can result in injury or death!

THE LAUNCH:

The skywalk POISON3 is very easy to launch. Hold the two A-risers and the brake handles in your hands. For a better identification, the A-lines and covers at the A-risers are coloured red. The brake lines are coloured yellow and the brake handles are black. Hold your arms slightly sideways and backwards like an extension of the A-risers. Before run-up check the laid out glider. Further check the wind direction and the airspace! Pull rapidly and the canopy of the skywalk POISON 3 will launch and rise above your head. The canopy will inflate fast and reliably. Keep the glider straight above your head and run forward. Slow down a little as soon as the upward pull decreases.

You can open any collapsed cells by pumping the affected side. Changes of directions that are necessary can be carried out now. Look and feel that the wing is properly inflated. Don't make your final decision to accelerate or to take-off until you are absolutely sure that the wing is properly and evenly inflated. Otherwise, stop the take-off produce immediately! During reverse launches and in strong winds, it is possible that the glider surges forward and inflates faster than intended. You can counteract this by running towards the glider. We recommend that you practice this demanding launch technique on a flat slope! If you reverse launch it is advisable to only use the inside A-risers. This way the paraglider inflates a little slower and in strong winds you don't have to deal with the full pressure at once. In very windy conditions, the POISON 3 can be easily held on the ground with the last riser (c-riser).

BANKING:

The skywalk POISON3 is agile and reacts immediately to steering impulses. Banking can be dosed extremely well with the brakes. With pure weight shift, you can fly very flat curves with minimal loss of altitude.

The combined steering techniques: weight shift and braking on the inside of the curve are especially recommended for a quick change of direction. In the curve, you can control the speed, radius and bank attitude with additional braking on the outside of the curve. The POISON3 does not show any major pitching behavior in thermals and therefore must only be minimally corrected with the steering lines- improving climb performance and therefore noticeably increasing overall performance.

In order to get the best climb performance, you should not break too strongly but just let it run instead. The wing will circle exactly, converting the slightest climb into altitude. It will also help you to find the optimal center of the thermal, thus gaining altitude. You can core narrowly in narrow thermals and the POISON3 will still climb cleanly while banking.

CAUTION:

STALL MAY OCCUR IF THE BRAKE LINES ARE PULLED TOO QUICKLY OR TOO FAR! A ONE-SIDED STALL CAN BE FELT BY THE HIGH STEERING PRESSURE AND SLIGHT BEND BACKWARDS OF THE OUTER WING. IN THIS PHASE, YOU MUST IMMEDIATELY RELEASE THE BRAKE ON THE INSIDE OF THE CURVE.

EMERGENCY STEERING:

If a brake line should tear or release from the brake handle, the skywalk POISON3 will still have limited steering with the help of the rear riser (C-riser) and you will be able to land.

ACTIVE FLYING:

Active flying means flying in harmony with your paraglider. Anticipate the behaviour of your skywalk POISON3 in flight, especially in turbulent and thermal conditions and react accordingly. In calm air, the necessary corrections will be minimal, but turbulence demands permanent attention and the use of brakes and weight shift in the harness. Good pilots have instinctive reactions. It is important that you always have direct contact to the canopy by slight pressure on the brakes in order to feel the stored energy of the glider. This way you will promptly detect a loss of pressure in your canopy and subsequent collapse and will be able to react in time.

An active flying style is required in order to fly safely with the POISON3.

ACCELERATED FLYING:

The high performance of the POISON3 is not only apparent in trim flight, but also during accelerated gliding. When you use the speed system, be careful not to step through too forcefully, because the system is very efficient and direct. Put equal pressure on the bar with your feet until the pulley touches the A-riser.

If you step too quickly, the POISON3 will dive down from the strong change in angle of attack. If you accelerate with feeling, the glider will quickly gain speed and the sink speed remains very moderate from beginning up to full speed. We remind you that you should only fly in wind conditions that allow you to fly normally. Even though the POISON3 is extremely stable when accelerated, it can collapse more quickly in turbulent conditions and as a rule, the reactions are more impulsive and demand a quicker reaction time from the pilot. For this reason, you should only operate the speed system with adequate distance to the ground, obstacles and other aircraft.

We strongly advise against shortening the brake lines beyond the factory setting! The POISON3 is delivered with a speed system set. This makes it possible to change the speed system from 1 pulley to 2 pulleys, thus decreasing the load on the speed system and increasing travel.

LANDING:

The skywalk POISON3 can be landed easily. Make your final approach against the wind and let the glider slow down at its own speed. Reduce the speed further by applying the brakes lightly and evenly. At about 1m above the ground you increase the angle of attack by slowing down more and eventually completely flare out the glider. When you have reached the minimal speed apply full brake. In strong head winds, slow down carefully. When you have reached the ground safely, stall the glider carefully. Avoid turning sharply before your final approach, danger of oscillation!

WINCHTOWING:

The skywalk POISON3 is very suitable for winch towing. Make sure you climb from the ground at a flat angle. The pilot must have a valid towing license. The tow winch must 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.

MOTORISED FLIGHT:

The POISON3 is not certified for motorized flight. We have developed special gliders for motorized flight. They can be found in our MOTORIZER program. Descent Techniques The handbook should not be used as 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 will help you to get the most out of your skywalk POISON3.

 **DESCENT TECHNIQUES**

The handbook should not be used as 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 will help you to get the most out of your skywalk POISON3.

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 and the sink rate doesn't increase, then try again. Do not simply apply more and more brake without sensitivity. The skywalk POISON3 enters the spiral dive with a high banking angle and makes a fast steep turn. The banking and sinking can be controlled by a carefully dosed pulling resp. loosening of 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 an advantage and a disadvantage at the same time, the pilot needs to be able to handle the resulting high sink rate..

CAUTION:

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

Tensioning the stomach muscles during the spiral dive can help. 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 whilst applying the outer brake slightly.

The POISON3 has no tendency towards a stable spiral dive. The pilot must not sit neutrally in the harness, but must actively shift the weight to the inside of the turn. Should the glider reset under adverse conditions, the pilot must actively exit the spiral by shifting weight to the outside of the curve and applying more brake to the outer side of the curve.

WARNING:

STEERING PRESSURE IS A LITTLE HIGHER THAN DURING NORMAL FLIGHT!

B-LINE STALL:

The B-stall demands more strength and concentration due to the 3-line system and individual line connections than the 4-line system. Make sure that you have selected the correct 3 lines (marked blue at the loop) and be consequent about performing the stall. Initially, the glider dives backwards and when exiting the stall at the wrong moment, shoots forward considerably. We do not recommend B-stalls, since high wear and tear is placed on the glider materials.

BIG EARS:

Pull the outer A-lines down symmetrically for big ears. The wing tips will fold and sink increases. If you additionally operate the speed system, the sink speed will increase again. The glider remains steerable by weight shift and one-sided braking. To exit big ears, use the steering lines gently. We strongly advise against steep spirals or win-govers with big ears. This can lead to material damage from the high load placed on the remaining lines.

EXAMPLES:

- > In strong winds or below a thundercloud it is possible that neither B- line stall or spiral dive will help. Big Ears are the easy way out.
- > If the pilot is stuck in strong lift and needs to look for sink it is advisable to exit the lift band with the use of Big Ears.

In order to fold the wing tips you have to pull both outer A-lines simultaneously. This will cause both wing tips to fold inwards and the skywalk POISON3 will enter a stable forward flight. The brake handles remain in your hands together with the outer A-line. Braking and weight shift enables you to steer your paraglider. In order to increase the sink and forward speed you can optimise this manoeuvre by using the acceleration system. The risk of canopy destabilisation in turbulent air is clearly reduced when using Big Ears. To exit Big Ears release the A-lines. The canopy will unfold automatically. You may brake a little to support the unfolding. It is advisable to pump out one side at a time to reduce the risk of detaching airflow.

CAUTION:

ALL DESCENT TECHNIQUES SHOULD BE TRAINED IN CALM AIR AND WITH SUFFICIENT ALTITUDE BEFORE USING THEM IN EMERGENCY SITUATIONS AND IN TURBULENT AIR.

CAREFULLY PACKING YOUR PARAGLIDER WIL INCREASE ITS LONGEVITY.

- > Packing your glider precisely guarantees a constant and high level of quality.
- > Shake the canopy out gently to remove leaves, grass, sand, etc
- > Sort the lines evenly and arrange them on the canopy
- > Make sure that your glider is in dry condition before packing
- > Lay the glider cell upon cell – from the middle of the glider outwards - from the second cell, so that the plastic reinforcements of the leading edge lay neatly on top of one another.
- > This gathering method naturally goes faster with two people, one at the leading edge and one at the end of the glider, but with some practice you will be able to perform this task easily
- > Fold over the gathered cloth from the bottom up, pressing the air out as you go fold the complete cell over once towards the middle>repeat the same packing method on the other glider half
- > Now lay both sides on top of one another and make sure that the leading edge rein-

forcements lay neatly on top of one another

- > Fold the cells from the bottom in the direction of the leading edge, the first fold should have approximately the length from hand to elbow
- > The leading edge can be folded inward once from the upper end, but this is not totally necessary. However, any air remaining inside the glider should be pressed out through the leading edge, and not through the material
- > Now place the compression band around the glider across the leading edge
- > Place the entire glider into the inner pack sack. This protects the glider from being damaged by the zipper or other objects
- > Open the pack sack and lay the glider inside. The soft material here provides for good carrying comfort for your lower back
- > Now lay the harness with the seat board upwards onto the glider in the pack sack and (in most cases), close with the zipper. The top of the packsack offers enough space for helmet, overall, instruments, etc.

Tip: Make sure that you do not pack your skywalk POISON3 too tightly and take particular care with the reinforcements on the leading edge. Your glider will thank you with a long product life.

 **EXTREME FLIGHT MANOEUVERS**

The POISON3 is a EN/LTF D wing and requires very good extreme flight pilot skills. Your skywalk POISON3 has a very stable canopy, but the possibility of collapse cannot be eliminated in strong turbulence.

You can minimize the one-sided turning of the collapsed wing by braking the open wing half. With severe collapses, you have to brake carefully in order to avoid a full stall. If the wing still does not open even with counter steering, you can accelerate the opening process by pumping the brake on the tucked side.

ASYMETRIC COLLAPSING OF THE CANOPY

You can minimize the one-sided turning of the collapsed wing by braking the open wing half. With severe collapses, you have to brake carefully in order to avoid a full stall. If the wing still does not open even with counter steering, you can accelerate the opening process by pumping the brake on the tucked side.

SYMMETRIC COLLAPSING (FRONT COLLAPSE)

Following a spontaneous or deliberate front collapse the airflow will break away from the wing, which will pitch back, followed by the pilot. Wait, without applying any brake, until the wing is overhead again, give it time to start flying, and then you can stabilise it using the brakes. Following a large collapse, the wing tips may not fully fill when reopening. Reopening should not be forced with excessive control responses, because of the risk of a total airflow breakdown.

CRAVAT/LINE OVER:

Maintain the direction as much as possible in an asymmetric collapse by immediate dosed counter braking and raise the ram pressure by pumping on the closed side. Steer the open side with care, in order to avoid a stall. Without reaction from the pilot, a cravat will result in a spiral dive.

There are different possibilities of getting out of the situation:

- > Pumping the folded side
- > Pull the stabilo (tip) lines
- > If neither works, you can get out of the cravat by performing a full stall. This maneuver should only be attempted by experienced pilots with extreme flight experience and with adequate altitude.

Tip: Sometimes, immediate big ears can stop the rotation and the pilot therefore has more time to react.

In case none of these manoeuvres have any success you can try to unfold the paraglider by performing a Fullstall. Only experienced pilots, with a lot of flight experience should attempt this manoeuver. Make sure you have enough altitude to recover the Fullstall in time.

CAUTION:

IF THESE MANOEUVRES ARE NOT SUCCESSFUL, OR IF THE PILOT IS OVERWHELMED, THE PILOT SHOULD THROW THE RESCUE!

THE PARACHUTAL STALL:

The POISON3 never showed a tendency to stall during the entire development phase. Despite this, it is possible to intentionally fly a parachutal stall. Gliders with porous cloth are especially susceptible to stall (UV-radiation) or which have been-towed frequently and subjected to high loads (stretched A-lines).

A parachutal stall can also occur if a paraglider is flown in the rain (soaked condition), or if the pilot exits B-stall too slowly. The paraglider has no forward travel and increased sink rate at the same time. The pilot can end the stable parachutal stall through use of the speed system or gentle pushing of the A-riser to the level of the line locks. The skywalk POISON3 normally exits the parachutal stall on its own.

CAUTION:

AS SOON AS YOU APPLY THE BRAKES DURING A PARACHUTAL STALL THE PARAGLIDER WILL IMMEDIATELY ENTER A FULLSTALL. 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.

FULLSTALL:

In order to Full Stall your paraglider grasp both brake handles and pull strongly and symmetrically until the airflow breaks away from the canopy. The canopy will drop back. Despite this violent reaction keep the brakes fully depressed until the canopy stabilises above your head. In a Full Stall the skywalk POISON3 flies backwards and always forms a forward facing semi-circle. In order to exit a Full Stall the pilot will have to release the brakes slowly and ymmetrically. (Recovery time \geq 1 sec). The glider opens and surges forward to pick up speed. Brake gently to dampen the forward surge of the skywalk POISON 3 and to counteract a possible front tuck.

CAUTION:

IN CASE THE FULL STALL IS RELEASED TOO EARLY, TOO FAST OR WITH THE WRONG TECHNIQUE THE CANOPY MAY SHOOT STRONGLY FORWARD!

NEGATIVE SPINS:

A paraglider spins backwards if the airflow disconnects over one half of the wing caused by the inside wing turning in the opposite direction of flight.

There are two reasons for the negative Spin:

- > One brake is pulled too far and too hard (e.g. when entering a spiral dive)
- > One brake is pulled too strongly when flying slow (e.g. in thermal flying).

The skywalk POISON3 usually re-enters normal flight immediately after the brake is released without any great loss of altitude. Simply release the excessively induced brake until the airflow re-connects to the inside wing. After a long lasting spin it is possible that when releasing the brake the canopy might shoot forward and collapse. Cross-braced harnesses that are too narrow increase the tendency to spin on most paragliders.

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.

CAUTION:

FULL STALL, NEGATIVE SPIN AND WINGOVERS (ABOVE 90°) ARE ILLEGAL ACROBATIC FLIGHT MANOEUVRES AND ARE NOT PERMITTED IN REGULAR AIR TRAFFIC. INCORRECT OR EXCESSIVE STEERING IN THESE SITUATIONS MAY HAVE FATAL CONSEQUENCES INDEPENDENT OF THE TYPE OF PARAGLIDER USED!

10 MATERIALS

The skywalk POISON3 is manufactured from the highest-grade materials. skywalk has chosen the best possible combination of materials taking in to account durability, performance and longevity. We know that durability is a deciding factor in customer satisfaction.

Sail and Profile

| | |
|---------------------------|---|
| top sail: | Leading edge AEROFABRIX AL32 |
| top sail middle and back: | Porcher Marine 9017E68A and DODKO 20DMF |
| bottom sail: | DOKDO 20DMF and 9017E68A |
| ribs and bands: | DOKDO 30 DFM / Porcher skytex 27 |

Line material

| | |
|------------------------------|------------------------|
| top lines: | Liros LTC 45, 65, 80 |
| middle lines: | Liros LTC 120, 80, 65 |
| main lines: | Liros LTC 200, 160,120 |
| brake lines top: | Liros LTC 45 |
| brake lines middle and main: | LTC 65/PPSL120 |

Risers

The risers are manufactured from 12,5 mm polyester webbing with kevlar insertion by Cousin Freres. Strain values, strength and stability of the webbing are at the absolute top of webbing products.

11 MAINTENANCE

With proper maintenance, your skywalk POISON3 will remain in airworthy condition for several years. A well cared for paraglider lasts a lot longer than one which is packed in a bag without care after flying. Always remember: Your life depends upon the condition of your paraglider! 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. 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 flammable 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.



12 DISPOSAL

skywalk places high value on the environmental compatibility and quality control of our materials. If your glider should reach the point where it is no longer airworthy, please remove the metal parts. All other parts such as lines, cloth and risers can be brought to a waste disposal center. The metal parts can be brought to metal recycling. If you wish, you can send your glider on to us, and we will dispose of it in a responsible manner.

WEAR:

The skywalk POISON3 mainly consists of Nylon fabric that loses strength and shows an increase in porosity under the influence of UV-radiation. Unpack the paraglider shortly before launch and pack away immediately after landing to avoid any unnecessary sun exposure.

LINE-REPAIRS:

The main suspension lines of the skywalk POISON3 consist of uncovered Technora lines. An overloading of the lines should be avoided, since pronounced overstretching is irreversible. Repeated kinking of the lines at the same spot reduces strength. Any visible damage to a line, even if it is only to the line cover, requires a new line replacement. A new line must be ordered from the manufacturer or from an authorized skywalk-maintenance and repair facility. Your dealer or flight school can help you to replace the defective line. Before you replace the line, check the correct length by comparing the line with the same line from the other wing half. After replacing the line, a line control must follow. The best way to do this is to spread the wing on the ground.

All lines must be replaced after 200 flying hours at the most. With increased load, the lines must be tested after 100 hours.

Tips and Tricks for Cloth Handling:

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 launch, 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 packsack 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.

GENERAL INFORMATION:

- > 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!

13 2-YEAR-CHECK

skywalk specifies a maintenance interval after 24 months or 200 flying hours. The lines must be checked after 100 hours when subjected to higher load. According to regulations, the 2-Year Check must be carried out by the manufacturer, or an authorised check center. The check must be confirmed with a stamp from skywalk or the skywalk authorised check center. Missing this deadline, or if the check is carried out by an unauthorised center will lead to immediate loss of your skywalk POISON3 homologation and all warranty and liability claims. We fully recommend that you do not carry out the check yourself. Without proper instruments and specific knowledge, the check will be insufficient. The airworthiness of your glider can therefore not be guaranteed.

CHANGES TO THE PARAGLIDER:

Your skywalk POISON3 is manufactured within the regulated parameters of tolerance. These parameters are very narrow and must not be altered under any circumstances. This applies as well to the brake line length. Only this way can the optimum balance between performance, handling and safety be assured!

CAUTION:

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

14 CERTIFICATION

The POISON3 has LTF/EN D Homologation. The many homologation tests are the last hurdle in the development of a skywalk paraglider. The homologation test flights only take place when the test team is completely happy with the glider development. We remark that the certification results will differ during flight in thermals or turbulent air. The homologation informs solely regarding the paraglider performance during extreme-flight-maneuvers performed in stable air conditions. These extreme-flight-maneuvers during the homologation process should thus not be over-valued.

15 NATURE AND ECOLOGICAL COMPATIBILITY

We have taken the first step towards ecological awareness with our nature-friendly sport. Especially with our mountain climbers who prefer to climb to the launch site. Nevertheless, we plan on continuing in the same vein. This means specifically: clean up your trash, stay on marked trails and don't cause unnecessary noise. Please help to maintain the balance of nature and to respect animals in their territory.

16 CLOSING WORDS

The skywalk POISON3 represents the absolute pinnacle of paragliding development standards. All that is possible with regard to state-of-the-art technology, performance and innovation, have been implemented in the POISON3. This glider will provide you with plenty of fun over many years, providing that you treat and maintain it in a responsible way. Respect for the requirements and potential hazards of our sport is essential for safe and successful flying. Even the safest paraglider may experience a crash due to 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

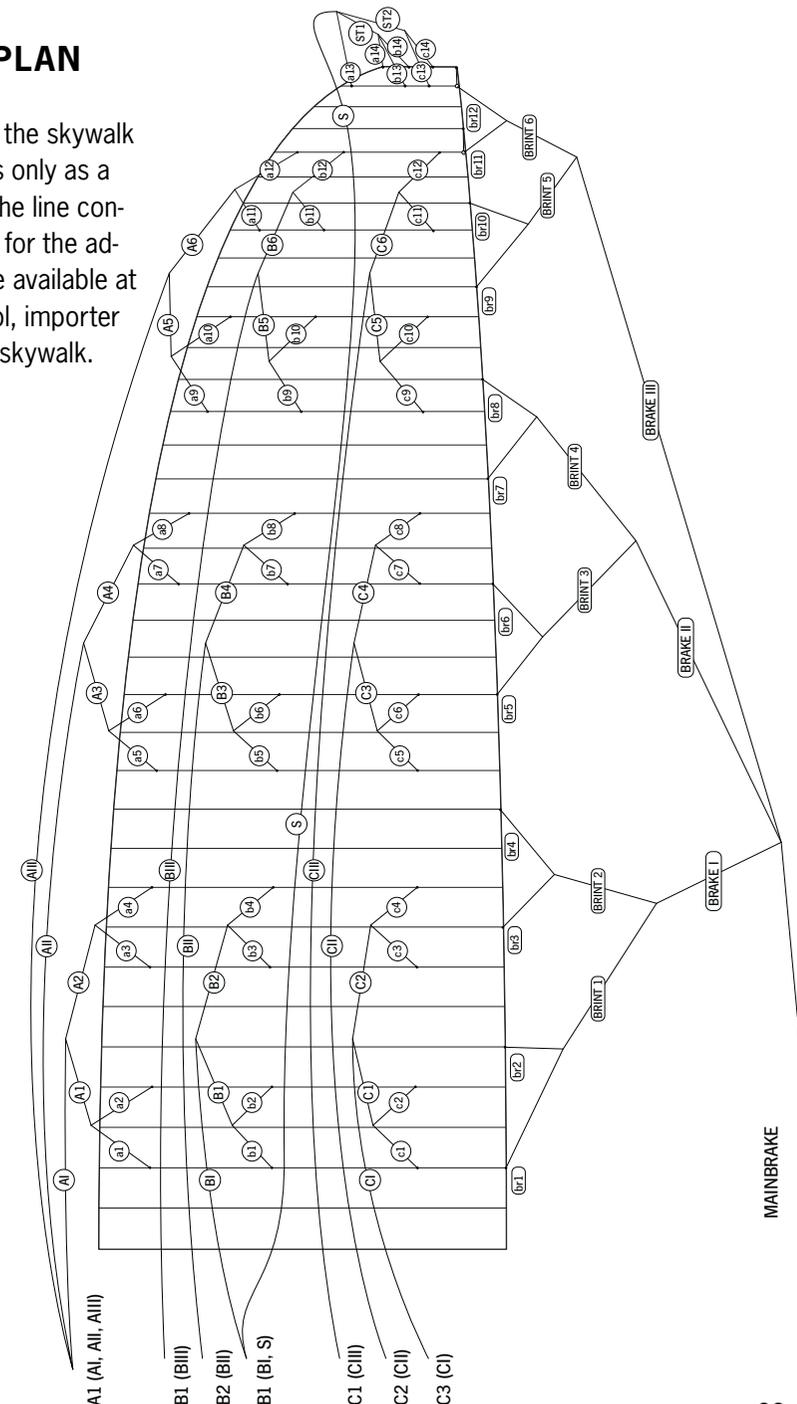
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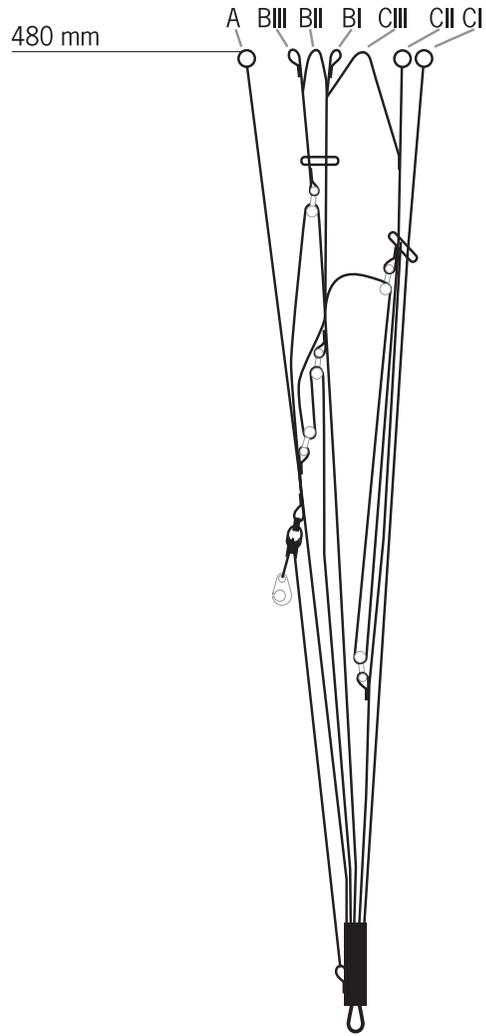
17 LINE PLAN

The line plan for the skywalk POISON3 serves only as a visualisation of the line configuration. Plans for the additional sizes are available at your flight school, importer or directly from skywalk.

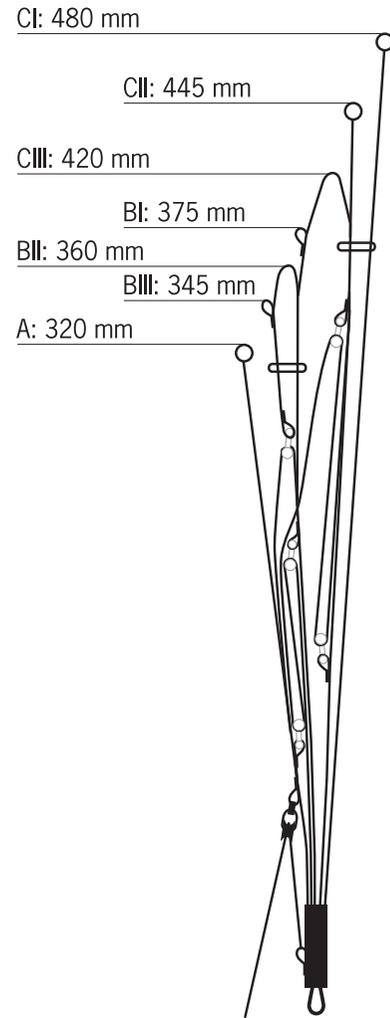


18 RISERS

POISON 3, Size XS

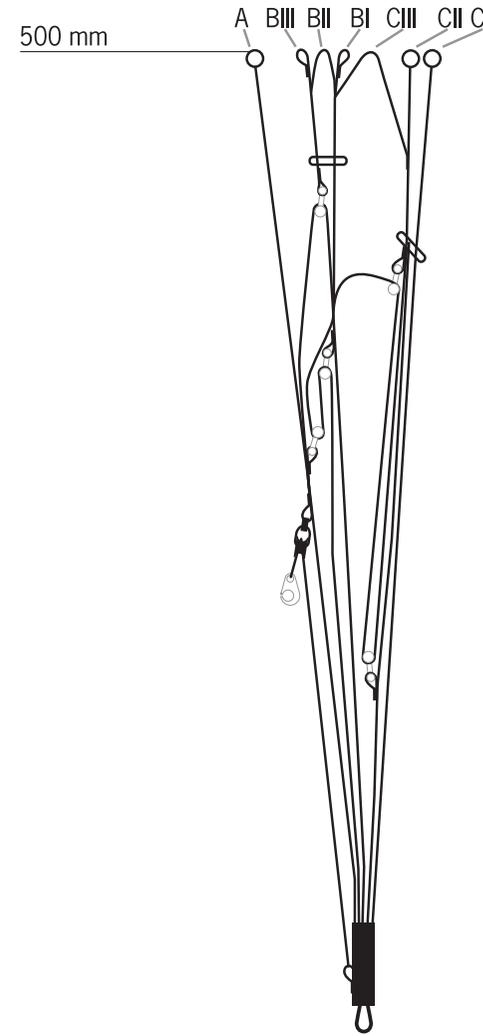


Normalflug

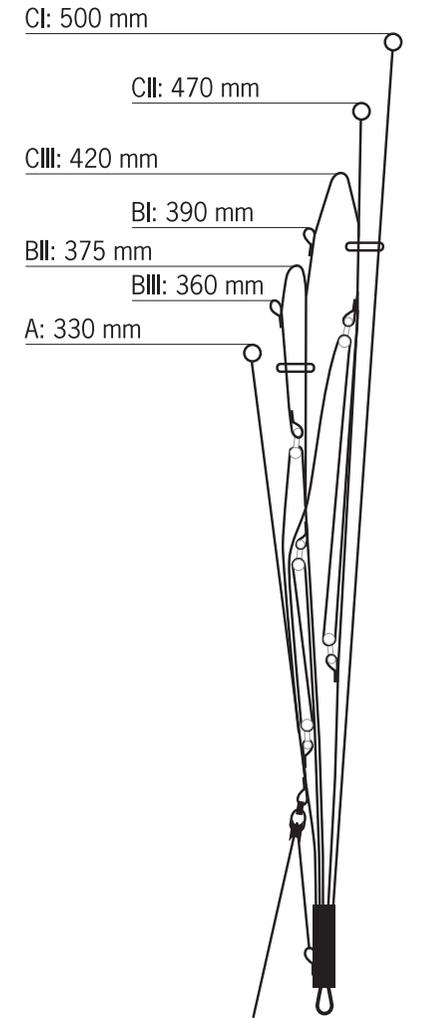


Beschleunigt

POISON 3, Size M, S



Trimspeed

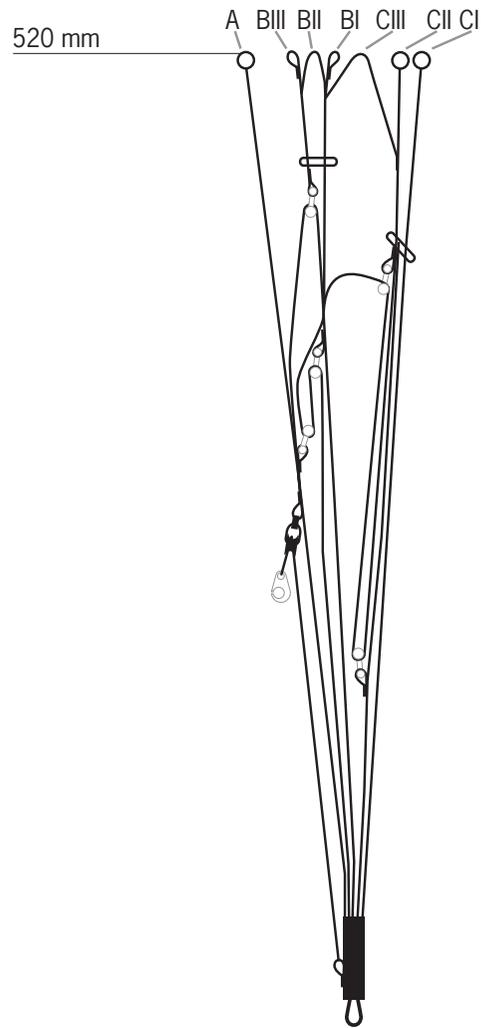


Accelerated

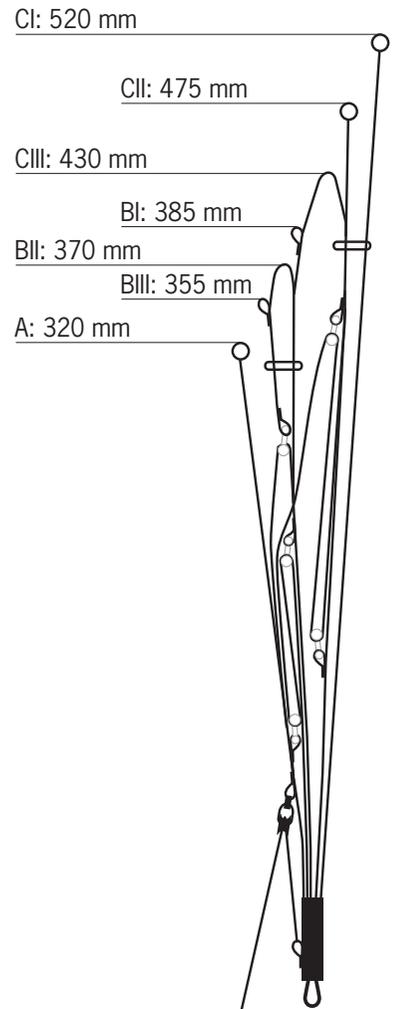
18 RISERS

NOTES

POISON 3, Size XL



Trimspeed



Accelerated

19 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"/> - | | |
| Length 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"/> | daN |
| Visual check of trimming: | <input type="checkbox"/> + | <input type="checkbox"/> - | |
| Checkflight necessary? | <input type="checkbox"/> + | <input type="checkbox"/> - | |
| Gütesiegel patch? | <input type="checkbox"/> + | <input type="checkbox"/> - | |
| Identification plate? | <input type="checkbox"/> + | <input type="checkbox"/> - | |
| Condition: <input type="checkbox"/> New <input type="checkbox"/> Very good condition <input type="checkbox"/> Good condition <input type="checkbox"/> Well used <input type="checkbox"/> Heavily used, but within gütesiegel standards, frequent checks required <input type="checkbox"/> No longer airworthy, outside of the limit values. | | | |
| Repairs made? | | | |
| Signature of tester: | | Date: | |
| Name of tester: | | Firm stamp: | |

NOTES

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