



U

Fly 2
M d r



ManuAl
Mbt or G ider



**Important Note:**

Every effort has been made to ensure that the information in this manual is correct, but please remember that it has been produced for guidance only. It should not be used as a "how to fly" manual. This owner's manual is subject to changes without prior notice. Please check www.aircross.eu for the latest information regarding the U fly 2 and other Aircross products.

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© 2014 by Kontest GmbH
CEO: Konrad Görg
Gut Grauhof 1
38644 Goslar - Germany
Tel.: +40 (0) 5321 3175239, Fax +49 (0) 5321 51041

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Thank you for choosing the



We are confident that this paraglider will provide you with countless exciting experiences in your flying. This manual contains all the information you need to fly and maintain your paraglider. A thorough knowledge of your equipment will keep you safe and enable you to maximize your full potential.

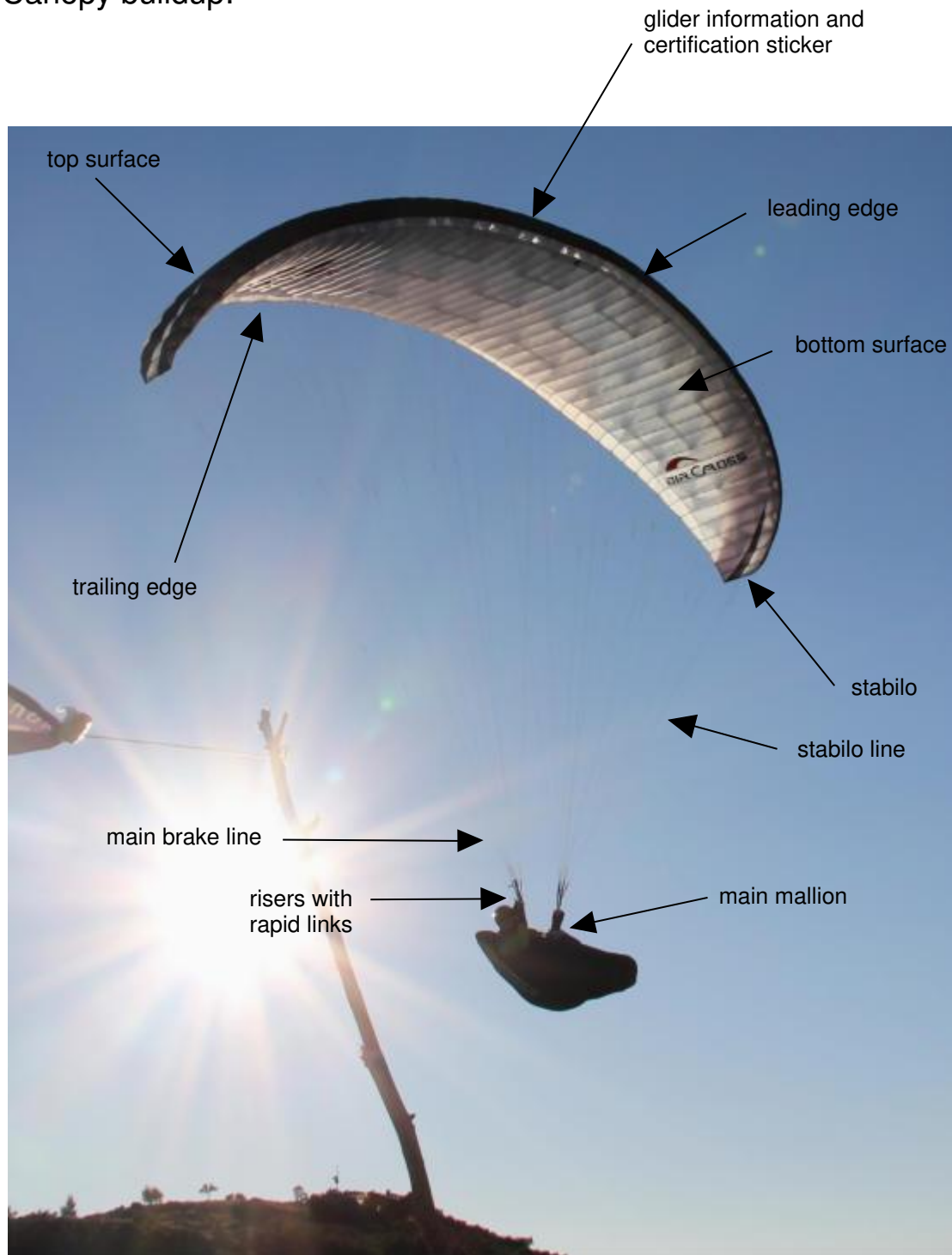
Happy flights and safe landings,

Your Aircross Team

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Canopy buildup:



Registration:

Aircross is very interested to keep you as the customer informed over new technical developments and information concerning your U fly 2.

So please register at our e-mail address: info@aircross.eu

We kindly ask you to give us your adress, telephone number, glider model, and serial number. Of course, all your personal information will be kept confidential.

Technical Data

DGAC 23-05 Paramotor

| Sizes | S | M | L | XL |
|-------------------------|----------------------|---------|---------|---------|
| Number of Cells | 53 | 53 | 53 | 53 |
| Projected Surface [m²] | 20,43 | 22,12 | 23,58 | 25,58 |
| Surface [m²] | 22,8 | 24,7 | 26,3 | 28,4 |
| Projected Wing Span [m] | 9,23 | 9,58 | 9,89 | 10,29 |
| Wing Span [m] | 10,9 | 11,4 | 11,7 | 12,2 |
| Projected Aspect Ratio | 4,16 | 4,16 | 4,16 | 4,16 |
| Aspect Ratio | 5,2 | 5,2 | 5,2 | 5,2 |
| Weight [kg] | 5,2 | 5,4 | 5,6 | 5,8 |
| Take off Weight [kg] | 90-115 | 105-130 | 115-145 | 130-165 |
| Lines (A/B/C) | 3/3/3/3 | 3/3/3/3 | 3/3/3/3 | 3/3/3/3 |
| V-Trim [km/h] | 37 | 37 | 37 | 37 |
| V-max. [km/h] | 52 | 52 | 52 | 52 |
| min. Sinkrate [m/s] | 1,13 | 1,13 | 1,13 | 1,13 |
| Certification | DGAC 23-05 Paramotor | | | |



Colors



Material

| | |
|-------------------------|----------------------------|
| Upper surface | NCV Skytex 9017 E25 |
| Bottom surface | Dominico 200 |
| Reinforcements | W420 and Rigi Foil |
| Profiles | Dominico 30 D |
| Diagonal Reinforcements | Dominico 30 D |
| Gibus and Gin System | Nylon 2 to 2,6 mm diameter |
| Risers | Cousin Kevlar Webbing 12mm |
| Bottom lines | PPSL 120, 160 |
| Middle lines | Edelrid 8000-160 |
| Top lines/Stab | Edelrid 8000-080/120/160 |
| Brake lines | Edelrid 7850-360, DSL 70 |



Paul Amiel

COMPETENCE TABLE

| | SCHOOL | BEGINNER | INTERMEDIATE | ADVANCED |
|---------------|--------|----------|--------------|----------|
| U FLY 2 MOTOR | ————— | | | |

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Personal requests:

Please read this manual carefully and note the following details:

This paraglider meets at the time of delivery the requirements of the EN and of the german LTF. All alterations to the paraglider will render its certification invalid. the use of this glider is solely at the users own risk. Manufacturer and distributor do not accept any liability. Pilots are responsible for their own safety and their paragliders airworthiness. The paraglider carries no warranty. The author assumes, that the pilot is in possession of a valid paragliding licence.

Description:

The U fly 2 is a perfect EN B glider and offers a great passive safety with very forgiving flying characteristics combined with great flight performance and glide ratio. Caused by it's easy and reliable flying behaviour the U fly 2 is suitable for a big pilot's target group.

The U fly 2 in detail:

The U fly 2 is LTF/EN B certified and is suitable for learning. Any alterations to the glider can result in dangerous flight behavior. We strongly recommend that you do not modify your glider in any way.



The canopy:

The canopy of the U fly 2 is made from the newest, highstrength, specialcoated Skytextissue, which is extraordinary age- resistant.

A special shape for the reinforcements has been made and all the air intakes are optimized.

All this improves take-off characteristics, performance and increases the lifetime of the canopy.

Leading- and trailing edge were strenghened with a polyester-bound, the openings of the canopy were reinforced with Nylon rods to optimize the start- und fast flying characteristics.

The linesystem:

The lines of the U fly 2 are made of strong and stretch resistant Liros PPSL, Teijin Aramid and Liros DSL.

The lines of each level have specific colors to help you to sort the lines and for better orientation

The risers (accelerated/ not accelerated):

The 4 level risers of the U fly 2 are adjusted on the same length -the zero position. This allows an uncomplicated handling at start.

The brakeline is running through the pulleys on the D-risers to the brake handles. The brake pulley is attached to a strap, to give the pilot the biggest freedom in choosing the best position.

The final adjustment of the brakehandle-position depends on the harness, the pilots size and the individual habits (check chapter adjustment possibilities).

Speed system:

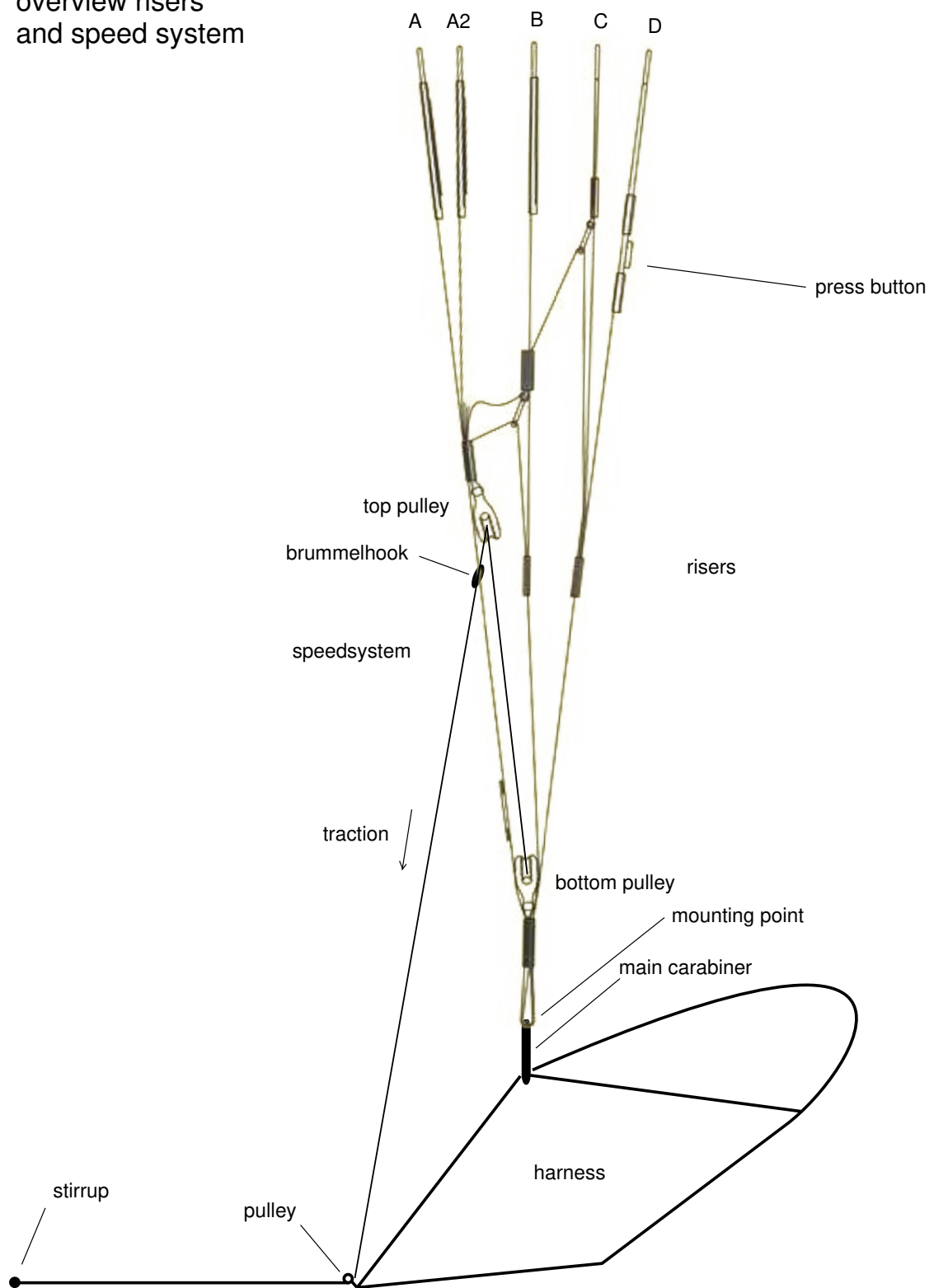
The speed system increases the maximum speed by lowering the angle of attack with a pulleyguided, foot-operated system.

It is important to have your accelerator system correctly routed through your harness and attached to the risers with the supplied Brummel hooks. The length of the speed bar should be initially adjusted while on the ground, sitting in the harness so that the legs are fully extended at the point of full accelerator travel.

It is helpful to have an assistant hold the risers taut while making this adjustment. Subsequent fine tuning can be done on the ground following the first flight with the speed system. If in doubt about this procedure, consult your instructor or dealer.

At full travel of the speed system the A-riser is shortened 9 cm, the B-riser 7 cm and the C-Riser 5 cm . The D-riser keeps the original length.

overview risers
and speed system

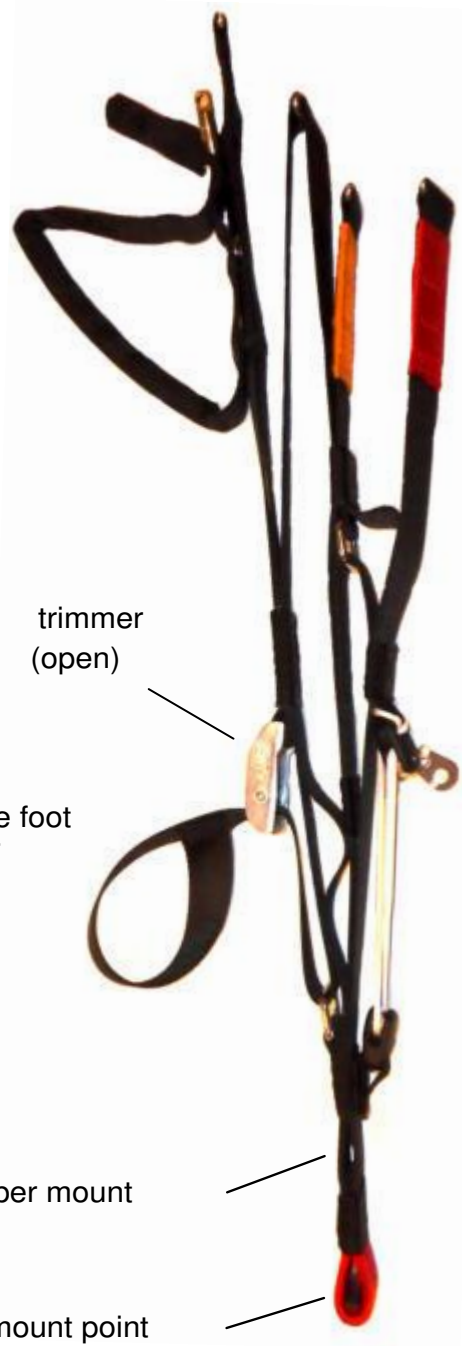
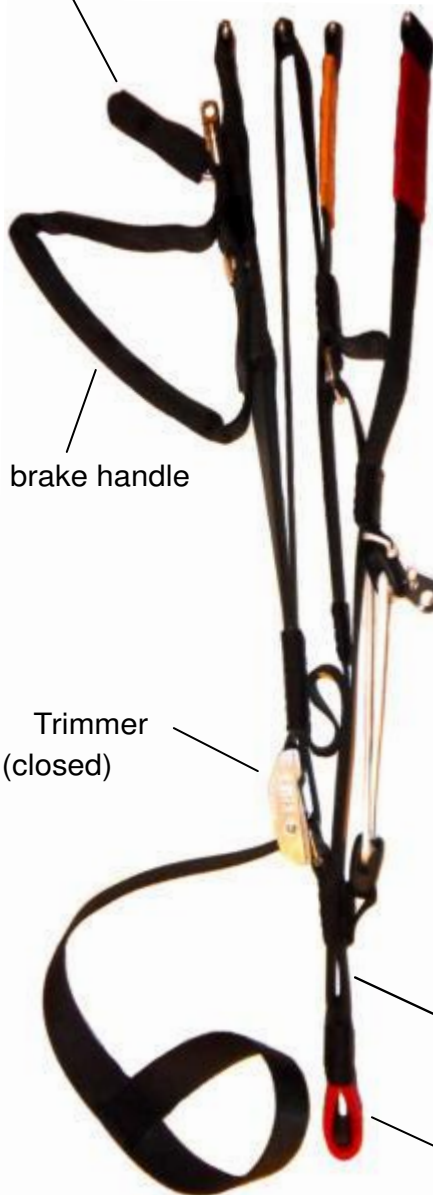


U fly 2 Motor - Risers

Trimmer closed

Trimmer open

pulley for brake handle



Trimmer (closed)

trimmer (open)

hook for the foot accelerator

upper mount

main mount point

Two mount points for paramotoring

Trimmer-loop

AirCross U fly 2 MOTOR

Here you will find all the relevant information to fly the U fly 2 with a Paramotor.

Application range

Due to its perfect take off characteristics, its high stability and its excellent compactness the U fly 2 is the perfect glider for motor flying. For this purpose we recommend to use the LTF 23-05 certified Motor-risers that are not to be used when flying without a Motor as otherwise the EN / LTF certification expires.

Motor risers

The motor risers are equipped with two different mount points to adapted the suspension height optimally to the different harness- and motor systems without having to change the length of the control lines. With the trimmers the counter torque of the motor can be compensated and the travel speed can be adjusted in flight.

Flight behavior

This chapter expands the chapter "flight mode" in the manual U fly 2, which basicly is also valid for flying with a motor.

The flight behavior of the U fly 2 during motorised flights is almost identical with the flight behaviour without an engine at equal work load. When flying with a motor your glider has an extended weight range (U fly 2 L: 116kg -145kg). Because of the higher weight rang the maneuvers are slightly more dynamic.

With open trimmers the maneuvers are, due to the lower angle of the glider also slightly more dynamic. Although the U fly 2 is very stable and compact, the trimmer should remain closed when flying through turbulent air. Thanks to the good take off behavior of the U fly 2 the trimmer must not be opened when there is little wind, so that the lift off speed and the take off distance is not increased unnecessarily.

If yoU fly 2 the U fly 2 in the advanced weight range the glider has an increased trim speed. The higher lift off and landing speed is especially perceptible in low wind conditions.

Suitable Harnesses:

The testflights for the certification were flown with a classical harness. Any certified harness with a hang point at about chest height may be used with a U fly 2.

Please note: the hang point position changes the position of the brakes relative to the pilots body. The distance between left and right main carabiner should be between 45 and 60cm, depending on the size of the pilot and the type of the harness. The Aircross test crew prefers flying with low hang point and wide distance between main carabiners, to get a maximum of feedback from the wing.

CAUTION! CROSS STRAPS THAT ARE ADJUSTED TOO TIGHTLY CAN DRASTICALLY EFFECT YOUR GLIDERS HANDLING, AND THUS MAY NOT CONTRIBUTE TO HIGHER ACTIVE SAFETY! HAVE THEM TIGHTENED THE CORRECT AMOUNT.

Rescue systems:

For the safe operation of a paraglider you have to carry a certified rescue system with you. When you select your rescue system, please do it with the same care as you did when choosing the Aircross U fly 2.



Adjustment possibilities:

All line and riser length of the U fly 2 were factory checked with a high precision. In a multilevel Qualitycheck each glider is checked again before shipment.

There is no need for you to trim your glider. Regarding flight performance, handling and safety your U fly 2 is optimally trimmed. Every change in line length or risers will render its certification and warranty invalid.

Brakes:

The main brake line lengths of the U fly 2 have been fine tuned by Aircross test pilots, and it should not be necessary to adjust them.

In soaring flight, it is common to fly with half a wrap on the brakes and hold the handles on the knot. However, care should be taken to release the wraps in any extreme situation.

If you do need to make adjustments to suit your harness, body and flying style, we strongly recommend that you test fly the glider with every 2cm of brake adjustment. There should be a minimum of 5cm of free brake travel when the glider is flown hands-off. This prevents the brakes being applied unintentionally when the speed system is fully engaged.

There is a mark on the brake line - do not knot the line shorter than 5 cm.



Brakeareas

The U fly 2 has a very pleasant handling with middleshort brakelengths.

The U fly 2 has an relative high progression of brake pressure (the more you brake, the more power you need to pull). Every pilot has to find the best brake adjustments, regarding the used harness and the body size otherwise he gets tired.

In the region between shoulder- und breast is hard to make powerful brake manouvres, because there the arms are in an area between pulling and pushing.

This area should be avoided as main brake area, when using harnesses with low hang point position or very big pilots when extending the brake line length.

Cause above the shoulder there is not enough way to use, so the brakearea should be moved to the push zone.

Small pilots or when you use a high hang point position harness, you should control the brakes in the pullzone (above your shoulders), or adjust the brakes to control in low arm position under the breast.

In every case the brakelength must be long enough, to bring the U fly 2 into a landing stall. This can also be done via dynamic stall.

Another method to get a stiffer contact to your brake handles, is the „Skistick“-Method (you slide through the handle with the palm of your hands facing up and you grab the handle from the back).



Speed System:

It is important to have your accelerator system correctly routed through your harness and attached to the risers with the supplied Brummel hooks. The length of the speed bar should be initially adjusted while on the ground, sitting in the harness so that the legs are fully extended at the point of full accelerator travel.

It is helpful to have an assistant hold the risers taut while making this adjustment. Subsequent fine tuning can be done on the ground following the first flight with the speed system.

If in doubt about this procedure, consult your instructor or dealer.

The Flight:

This Manual deals only with the basic and product-specific issues of flight technique . It can not and should not replace a flight training in a approved flight school! Such training is essential for the safe piloting of a paraglider, so also for flying the U fly 2.

Preflight check and launch preparations:

We recommend that you first practice inflating your glider on a small training hill or flat ground. Make your first flights with your new paraglider in gentle conditions on a familiar flying site. Preparation for launch Following a consistent method of preparation and pre-flight checks is vital for safe flying. We recommend the following:

On arrival at the flying site, assess the suitability of the conditions: wind speed and direction, airspace, turbulence and thermal cycles. Inspect your glider, harness, reserve handle and pin, helmet and any other equipment.

Choose a sufficiently large take-off area with even ground and no obstacles. Put your helmet on. Secure yourself in your harness and don't forget the leg loops! Lay the glider out according to the planform, and get the lines and risers sorted out. Connect the risers to your harness carabiners, ensuring there are no twists or loops around the lines.

Connect the speed system to the risers with the Brummel hooks. Do a final line check by pulling gently on the risers or lines to ensure there are no new knots, tangles or interfering branches or rocks. Take extra care in nil or light winds.

Pre-flight check list:

- Reserve parachute: pin in and handle secure.
- Helmet and harness buckles closed.
- Lines free.
- Canopy open and into wind.
- Airspace clear.

Start:

The key to a successful launch technique is to practice ground handling on flat ground whenever you can.

Light or Nil Wind Launch

The U fly 2 inflates steadily in nil-wind conditions. Simply guide the glider with the A-risers, keeping your arms bent and hands at the level of the shoulders. Allow your arms to rise in an arc and wait for the glider to inflate and come above your head do not push the risers. There is no need to pull the risers hard.

Run positively as the glider comes above your head. Be sure to look up and check that the canopy is fully inflated before you take-off, and that there are no tangles in the lines. If any irregularity should occur and you are not yet airborne, abort the launch immediately by stalling the glider.

On steep launches, stall one side of the glider and run parallel to the hill.

If the glider should come up sideways, and the situation is recoverable, run towards the lower side rather than trying to struggle against the force.

Strong Wind Launch

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. Check the airspace is clear and gently pull the glider up with the A-risers. When the glider is overhead, check it gently with the brakes, turn and launch. In stronger winds, be prepared to take a couple of steps towards the glider as it inflates and rises.

Towing:

The U fly 2 is suitable for towing by pilots who have the relevant towing rating. The U fly 2 has no tendencies towards deep stall/parachuting. There is sufficient margin to counter steer the glider in a normal towing situation. Make sure you use proper equipment, experienced personnel, the recommended techniques and all relevant safety precautions for towing.

Flight technique

Speed control with the brakes

The speed range of the U fly 2 is relatively high. The right speed for each flight situation is important for performance and safety.

You get best glide ratio (in calm air) when you don't break at all . You get the best sink rate when you break both sides 15%.

The more you brake the more power you need, and the sink rate will not get better. When you fly with minimum speed there is the danger of an accidental stall, the stall area starts when you brake 100%. Please try to avoid this low speeds.

Speed control via speed system

The Glider is trimmed from the manufacturer to a medium speed. If you increase the speed to the maximum by using the accelerators, you get much more forward movement in situations of head winds and downwash. Keep the brakes in an open position and be prepared to quickly weaken the accelerator in turbulences.

The possible range of acceleration gives a high maximum speed. A collapse of the accelerated wing will give more dynamic reactions than in trim speed. Use the acceleration only with sufficient height. The high stability of the Glider at max speed should not make you careless.



Turns:

The U fly 2 reacts directly on the brakes and has a high agility. For flat turns the pilot should also pull the outside brake a little break. For narrow and steep curves pull the inside break at full trim speed.

A combined technique of weight shift and pulling on the inside brake line is the most efficient turning method, whereby the radius of the turn is determined by the amount of inside brake pulled and weight shift.

A stalling wing tip announces itself by a gentle surge backwards of the wingtip. In this situation you have to loosen brakes immediately.

CAUTION: PULLING A BRAKE TOO FAST OR TOO HARD CAN RESULT IN THE CANOPY ENTERING A NEGATIVE SPIN.

Thermalling

When you find a thermal, centre it while flying with 20 cm pulled brake to perform flat turns. Then you fly in the range of min. sink rate. the glider turns narrow and is able to gain height.

It is recommended, to pull the outside brake a bit. When you pull the breaks more or less you provide collapses and you can control the turning characteristics.

When the thermal is narrow and strong its recommended to fly with a higher speeds and a narrow turn radius. Also release the outside brake.

When the thermal has a greater shift try to fly with higher speeds and try to centre the thermal at the windward side.

When you fall off the thermal at the windward side, you sink automatically in better climb caused by the windshift. It is different when you fall off at the leeward side of the thermal. There you have a greater lost in height and it's much harder to return to the thermal.

Flying in turbulences

When you fly through turbulences, it's recommended to pull both breaks till you feel light break pressure ca. 7 cm to be prepared for any disbehavior of the canopy.

The U fly 2 has a high internal pressure, resistance to tucking and for it's class, a great level of passive safety even when you fly accelerated.

However, it is recommended that you always practise an active flying style. This will help you avoid deflations in all but the most turbulent conditions.

The key to active piloting is keeping the glider above your head at all times. If it falls back behind you, let up the brakes. If it surges in front of you, counterbrake until the surge is controlled.

If you sense a loss of pressure on one side of the canopy, smoothly apply brake and/or weightshift on the appropriate side until you feel pressure return. In all cases, maintain adequate airspeed and avoid overreaction.

Losing altitude:

Extremely strong and widespread lift is found, for example, in storm conditions. The best place to be in this situation is on the ground. Nevertheless, if you have been caught out by the weather and find yourself needing to descend rapidly, there are several ways to do so. The best way is, of course, to find sink. Failing that, try one of the techniques below.

Attention: Most of these techniques place undue stress on your glider, and should be avoided if you wish to extend its lifetime. We recommend you initially practice these manoeuvres under qualified supervision during a safety training course.

Spiral dive:

The spiral dive should be considered an extreme manoeuvre. Practice spiralling with caution and lesser sink rates to get a feel for the U fly 2 behaviour. Weight shift and pull the brake on one side gradually. Let it accelerate for two turns and you will enter the spiral dive. Once in the spiral, you can control your descent rate and bank angle with weight shift and the outer brake.

WARNING! A pilot who is dehydrated and/or not accustomed to spiralling can lose consciousness in a steep spiral dive! The U fly 2 can generate extremely high G-force in a spiral dive. You should use only moderate spirals so as not to put unnecessary load on your lines.

Attention: When you enter the spiral there is the danger of falling into a negative spin! In this case release the breaks and try it again.

As with all types of aircraft, we advise you to assist the glider to exit from the spiral dive in a controlled manner. Let the glider decelerate for one or two turns by applying outer brake and/or weight shift.

B- line stall

To induce a B-line stall symmetrically pull down both B-risers by about 20cm. The airflow over the top surface is almost fully detached and the canopy enters a vertical descent flight mode without forward movement. Further pulling of the B-risers reduces the surface area more and increases the sink rate up to 8 m/s.

Be careful, pulling too far may cause a frontal horseshoe to form.

To exit from this flight mode release the B-risers quickly (1 sec). The canopy surges forward reattaching airflow over the top surface again and resumes normal flight.

When the B-risers are released, the brakes should not be activated. This will give the canopy the possibility to gain speed and resume normal flight. If canopy does not recover apply both brakes gently to recover..

Big ears

Big ears is a safe method of moderately losing altitude while maintaining some forward speed. Pull in big ears one at a time, using the outer A riser on each side and keep them pulled. Although the noise of the wind around your ears may indicate the airspeed increases, the airspeed does not increase by pulling big ears. In fact it decreases.

You may use the speed bar in combination with big ears to maintain your sink rate but increase forward speed.

The glider can be steered while in big ears using weight shift alone. When you release the lines, the U fly 2 ears will come out on their own, or may require a short pump. Release the big ears at least 100m above the ground.

Big Ears and spiral dive :

Whilst it is possible to enter a spiral dive whilst holding in Big Ears, the high forces applied to the lower lines could exceed the breaking strain of the lines leading to equipment failure!

Attention: We do not recommend the use of this manoeuvre!

Landing:

The U fly 2 is easy to land. The final leg of the landing approach must be into the wind. During this final glide the paraglider should be decelerated slowly and at approximately one meter above the ground, according to conditions, the pilot should "flare" the canopy. The glider may climb again, gaining height, if too much brake is used too early.

Strong wind landings require little brake. Do not apply full brake before the pilot is safely on the ground. The final glide during the landing approach should be straight and not marked by steep or alternating turns as these can result in a dangerous pendulum effect near the ground.

In strong winds you need to turn towards the glider the second your feet touch the ground. Once facing the wing pull smoothly and symmetrically down on the brakes to stall the wing. If the glider pulls you, run toward it. If the wind is very strong, and you feel you might be dragged, or lifted again, stall the glider with the B risers. This stalls the wing in a very quick and controllable way and will drag you less than if you use the brakes.

Attention: After the landing, never let the canopy fall onto the cell openings, this can lead to a burst of the cells !

Extreme flying manoeuvres:

The U fly 2 has a very high aerodynamic stability and a very pleasant flight characteristics. But its possible that you get into extreme flying manoeuvres, caused by heavy turbulences or pilot errors. The danger of overcorrecting and overreacting exists during all extreme flight manoeuvres. Thus, any corrective action must be gentle and steady and done with feel !

Aircross recommends:

FIRST PRACTICE EXTREME FLYIG MANOEUVRES WITH AN INSTRUCTOR DURING A SAFETY TRAINING !

Acro flying:

The U fly 2 is - like any other Paraglider - not suitable or licensed for acro flying. Acro flying means flight manouvres with a bank over 60° or a pitch over 30°, or flight manouvres where the canopy is flying backwards.

Collapse:

In the event of encountering strong turbulence and suffering an asymmetric deflation (collapse on one side), the U fly 2 will have a tendency to re-inflate by itself, but the wing will turn towards the collapsed side. This might be unwanted close to the ground or other gliders. Maintain your course by weightshifting away from the collapsed side. This action can be aided by applying a little force on the brake opposite to the deflation. This will normally be sufficient for recovery. However, it is sometimes necessary to pump out the deflated side with a firm and smooth pumping motion. Let the glider regain its flying speed after it has re-inflated.

If you have a big collapse - especially when flying accelerated - you must observe the following: When a big collapse happens, due to the difference in weight and inertia of the canopy and pilot, the pilot will continue to travel forward and the canopy will fall behind the pilot, especially when flying accelerated. You must wait until you pendulum back below the canopy before reacting and carefully counter braking the open side of the canopy. If you react too early, you risk stalling the collapsed canopy completely and the following scenario can become uncontrollable. When you have a big collapse in accelerated flight you must first release the speed bar immediately. Stay neutral with your weight and brake the open side slightly. Let the glider turn, if you have enough space. This is the optimum action to avoid a spin or stall and help your glider to recover as fast as possible.

Collapse with line over:

When the tip of your wing gets stuck in the lines, this is called a line over. This can make your glider go into a spiral, which is difficult to control.

The first solution to get out of this situation is to stabilize the glider into normal flight and then pull down the stabilo line whilst maintaining control of your direction. You must be careful with any brake inputs or you may stall the opposite wing.

Another method is to collapse the affected side in order to unload the lines.

If this doesn't work, a full stall (symmetrical or asymmetrical) is the last option. This shouldn't be done unless you have been taught how to do it and can only be done with a large amount of altitude. Remember if the rotation is accelerating and you are unable to control it, you should use your reserve whilst you still have enough altitude.

Attention : A bad preparation on launch, aerobatic flying, flying a wing of too high a level or in conditions too strong for your ability, are the main causes of line overs

Front Stall:

A front stall can be induced by strongly pulling the A-risers or by sudden, heavy turbulence. The entire leading edge impulsively collapses. Gentle braking on both sides will reduce the lateral pendulum motions and simultaneously accelerate reinflation. The U fly 2 generally self recovers from an initiated front stall.

When having a very big front stall, a front rosette can happen (wingtips are moving forwards: the wing is shaping a horse shoe). Gentle braking can avoid this deformation.

Stall

Parachutal Stall:

The paraglider has no forward momentum combined with a high descent rate. A parachutal stall is caused, among other reasons, by a too slowly exited B -Stall or severe turbulence.

Porous canopies (UV influence) or canopies out of trim (stretched or shrunken lines) are much more susceptible to a parachutal stall and therefore should not be flown. These are some of the reasons regular checks should be carried out on your glider.

A wet canopy, or temperatures below zero centigrades (0°C) may as well cause a stable parachutal stall.

The U fly 2 generally is self recovering from parachutal stall. If the canopy remains in a parachutal stall, it is sufficient to gently push both A risers forward or to push the accelerator.

ATTENTION: IF BRAKES ARE APPLIED WHILE IN A PARACHUTAL STALL, THE GLIDER MAY SUDDENLY ENTER A FULL STALL !

In close proximity to the ground, due to the forward surging pendulum effect, a recovery may be more dangerous than a hard landing in parachutal. If landing in a parachutal stall, the pilot should prepare for a hard landing and make a parachute roll landing.

Full Stall:

This is an extreme manoeuvre and there should never be any need to perform one in normal flight.

Do not take wraps with your brakes before entering a full stall. Keep your hands close to your body during the stall, and lock them under your harness seat plate if necessary. In a stable full stall, the canopy will oscillate back and forth. Before releasing the stall, raise your hands slightly and evenly to fill the glider with air.

If possible, let the brakes up when the glider is in front of you to avoid excessive surge. The U fly 2 will surge forwards to regain airspeed and you need to counter brake the dive when the wing surges towards the horizon and then let up the brakes to regain the complete airspeed of the wing again. Be careful to not stall the glider again when damping the surge.

ATTENTION: IF A FULL STALL IS RELEASED TOO EARLY, TOO SLOW OR TOO FAST, OR OTHERWISE INCORRECTLY, THE CANOPY CAN SURGE EXTREMELY FAR FORWARD.

An "asymmetric" recovery (one control released faster than the other) from a full stall can cause a big dynamic collapse.

Negative spin:

During a spin the canopy turns relatively fast around the centre section of the canopy while the inner wing flies backwards (hence the term negative).

There are two usual reasons for an unintentional spin:

- one brake line is being pulled down too far and too fast (e.g. when inducing a spiral dive)
- when flying at low speed one side is being braked too hard (e.g. when thermalling).

To recover from an unintentional spin, the pulled down brake line should be immediately released as soon as a spin is suspected. The canopy will accelerate and return to its normal straight and stable flying position, without losing too much height.

In case the spin is allowed to develop for some time, the U fly 2 surges far forward on one side and a dynamic asymmetric collapse or a line over can occur. If so, brake gently to stop canopy surging and correct any collapse: See "collapses".

Too tight cross bracing increases the probability of a spin with most paragliders!

Steering without brakes:

If a brake is not operational for some reason, you can steer the U fly 2 with the D- Risers. Add steering input by weight-shifting in your harness.

Be careful not to steer too much with the riser to avoid any possibility of a spin.

Care maintenance and repairs:

The materials used in the U fly 2 have been carefully selected for maximum durability and performance. Nevertheless, following the guidelines below will keep your paraglider airworthy and will ensure a long period of continuous safe operation. Excessive wear is caused by careless ground handling and packing, unnecessary exposure to UV light, chemicals, heat and moisture.

Moisture is the worst enemy for your glider, adversely affecting the ageing of fabric, lines and reinforcements. The U fly 2 should therefore be kept dry and cool. Do not pack the glider away for a prolonged period if it is damp, sandy, salty, or if other objects have entered the cells.

Always allow it to dry naturally before storage in a dry room. Leave the rucksack zip open whenever possible to allow residual moisture to evaporate, and do not transport or store the glider in the proximity of chemicals such as gasoline, paints or other solvents.

Avoid leaving the glider and your lines out in the sun unnecessarily. UV rays from the sun degrade paraglider cloth and weaken Kevlar lines rapidly.

We advise you to pack the glider accordion wise. This packing procedure takes slightly longer and is easier with an assistant, but it conserves the rigidity in the profile reinforcements. Since folding the glider weakens the materials, pack the glider as loosely as possible.

Maintenance:

Very small holes in the sail can be repaired with the sticky back tape. Damaged lines should be replaced by your Aircross dealer.

Before fitting a replacement line, check it for length against its counterpart on the other side of the wing. When a line has been replaced, always inflate the glider on flat ground to check that everything is in order before flying. Major repairs, such as replacing panels, should only be carried out by the distributor or manufacturer.

You should also check for any damage to your lines, sail, risers and connectors before each flight.

After excess loads, like landing in trees, etc – and when you notice a change of flight behavior you should check your line lengths .

To keep the operating licence for your glider a regular check has to be made.

After every 150 hours flying time or every 2 years, whichever is sooner, your glider has to be checked by the manufacturer or distributor. Otherwise the warranty will extinguish.

If you wish a earlier check, e.g.. extreme use of your glider, we inform you about the condition of your glider and if some parts will need to be checked or changed before the next normal service check period we will do this for you.

Disposal:

The synthetic materials used in a paraglider need a professional disposal. Please send disused canopies back to AIRCROSS. We will demount and dispose them.

In conclusion:

The U fly 2 is at the forefront of modern paraglider design. You will enjoy many safe years of flying with your U fly 2 if you look after it correctly and adopt a mature and responsible approach to the demands and dangers flying can pose.

It must be clearly understood that all air sports are potentially dangerous and that your safety is ultimately dependent upon you. We strongly urge you to fly safely. This includes your choice of flying conditions as well as safety margins during flying manoeuvres. We recommend once more that you only fly with a certified harness, reserve chute, and helmet.

SEE YOU AT CLOUDBASE !

Your Aircross Team