

MISTRAL 5 - motor riser

Supplement for Mistral 5 instruction manual

General

The Mistral 5 paramotor riser has DULV certification for the following sizes:

Mistral 5.24 (75 – 130 kg)

Mistral 5.26 (85 – 155 kg)

Mistral 5.28 (95 – 170 kg)

Both motorised flight and free flight are possible with the paramotor riser depending on the configuration (see description of riser).

DULV-classification

Trimmer closed: DULV Standard (suitable for learners)

Trimmer open: DULV Advanced

Note: the only manoeuvre which has DULV Advanced certification is the spiral dive with trimmers open. This is stable from sink rates of < 14 m/s and the pilot must actively recover from it. All other manoeuvres comply with DULV Standard certification also with trimmers open.



Important information!

Gliders react more dynamically to a canopy collapse with high wing loading. A low angle of attack (open trimmers) increases this effect.

It is therefore recommended that the trimmers are always kept closed when you are flying in turbulent conditions or close to the ground (take-off/landing).

Supplement to 1 in Mistral 5 manual (Disclaimer and exclusion of liability)

There is no liability and the warranty is rendered invalid if used in combination with a propulsion unit which has not been certified as compatible

Supplement to 2 in Mistral 5 manual (For your safety)

- In Germany, paramotor gliders are subject to the relevant civil aviation laws for aerial sports equipment exempt from testing (see in particular LuftVZO (Air Traffic Licensing Ordinance) §1 Para. 4 and LuftGerPV (Ordinance on Aircraft and Aeronautical Products) §10a). Check the situation in your country. Fly only with a valid certificate of proficiency and connected to a propulsion unit which has been certified as compatible. Any attempt to fly is highly dangerous.
- Only fly from approved flying areas and if the wind speed, wind direction and weather conditions guarantee a safe flight.

Description of Mistral 5 paraglider riser

Where is the paramotor riser attached?

The paramotor riser is fitted with two hang points at different heights (EHP 1 (red) and EHP 2).

For motorised use, the pilot is able to select whichever of the two hang points will ensure that the lines and brake handles can be comfortably reached during flight.

The main brake line can also be fed through the lower pulley (UR-2) on the C2-riser if the brake handle is still hard to reach even though the correct hang point on the riser has been selected (e.g. with trimmers open).

Ex factory, the main brake line is fed only through pulley UR 1.



Note!

It is crucial to ensure that changes to the brakes do not cause them to be activated at the wrong time. The paraglider should be inflated and ground-handled whenever any changes are made.

Please note that the available braking distance is reduced if the main brake line is fed through pulley UR 2 as well.

Trimmer adjustment

The trimmers allow the pilot to increase the cruising speed and to counter the torque effect by lengthening the B, C1 and C2-risers.

Use of the trimmers is permitted only in motorised flight!

With the trimmers closed (see Fig.2), the trimmer strap can be attached with Velcro to the C2-riser (see Fig. 1).



Tip!

Use of the speed system (foot bar) is not permitted for motorised flight!

Attachment of the riser when flying without a motor:

Attach the lower hang point EHP 1 (red) in the harness carabiner.

The trimmer must be completely closed and locked off (see Fig. 1).

To do this, open the upper carabiner on the trimmer strap (Fig. 4), feed the carabiner through the upper (free) loop on the riser (Fig. 5) and then close the carabiner again firmly (Fig. 6).

The main brake line is fed only through the upper pulley UR 1.

The glider meets the requirements for LTF 1-2 airworthiness only if set up in this way!

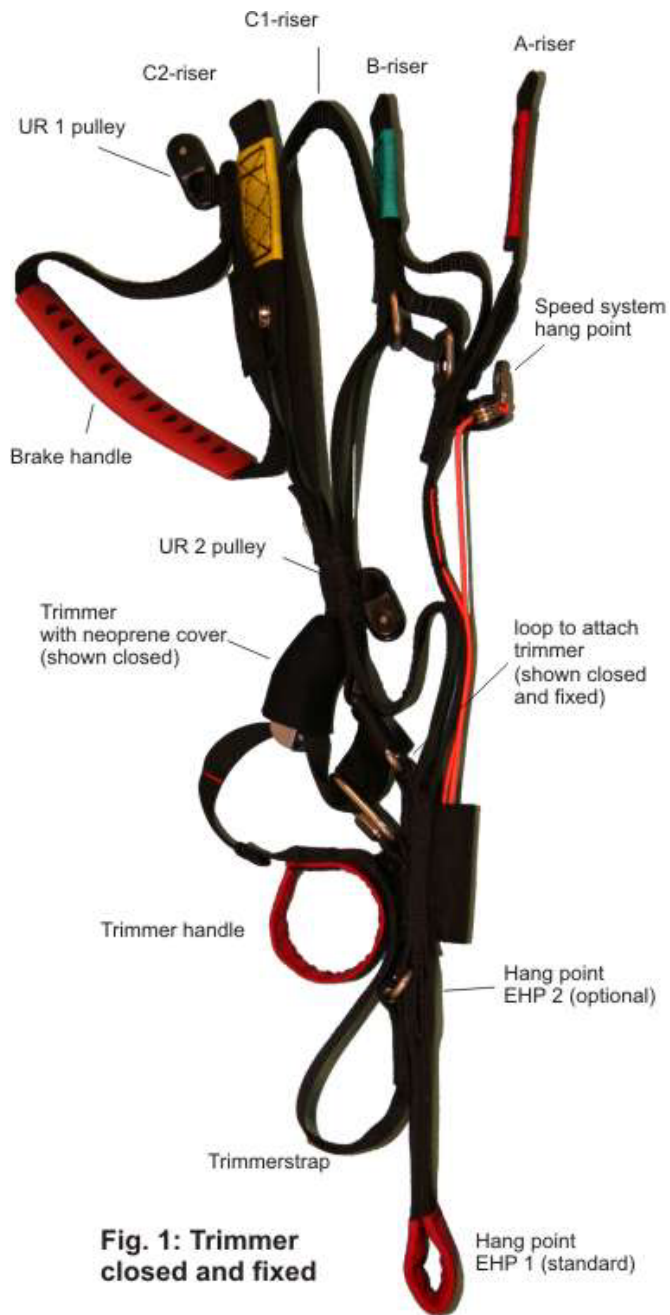


Fig. 1: Trimmer closed and fixed

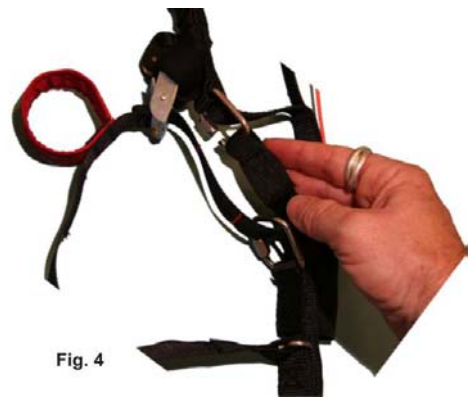


Fig. 4



Fig 5



Fig. 6

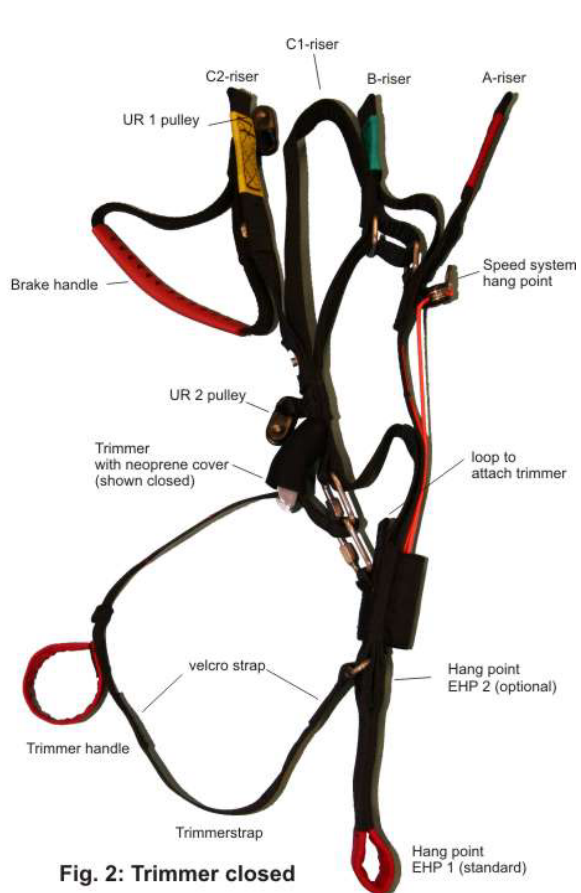


Fig. 2: Trimmer closed

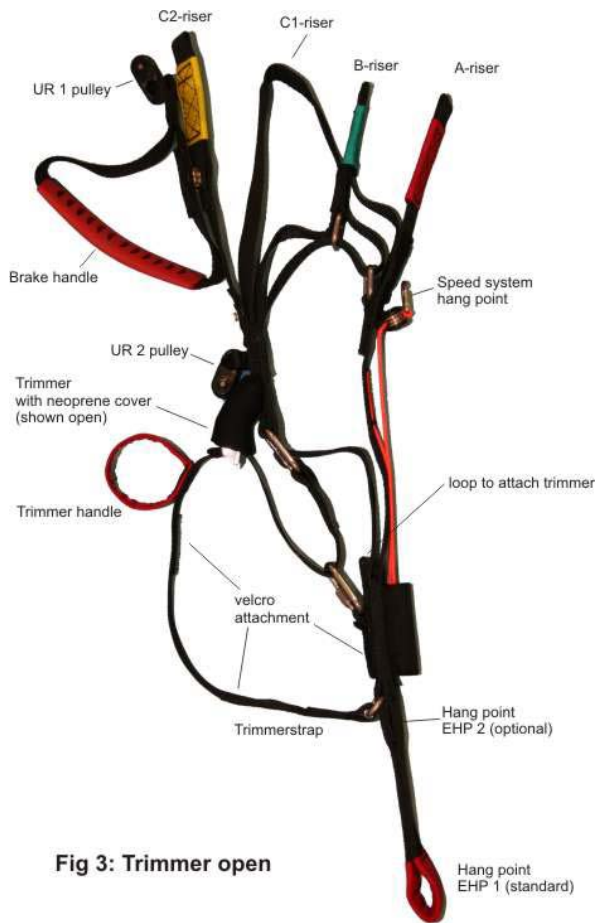


Fig 3: Trimmer open