



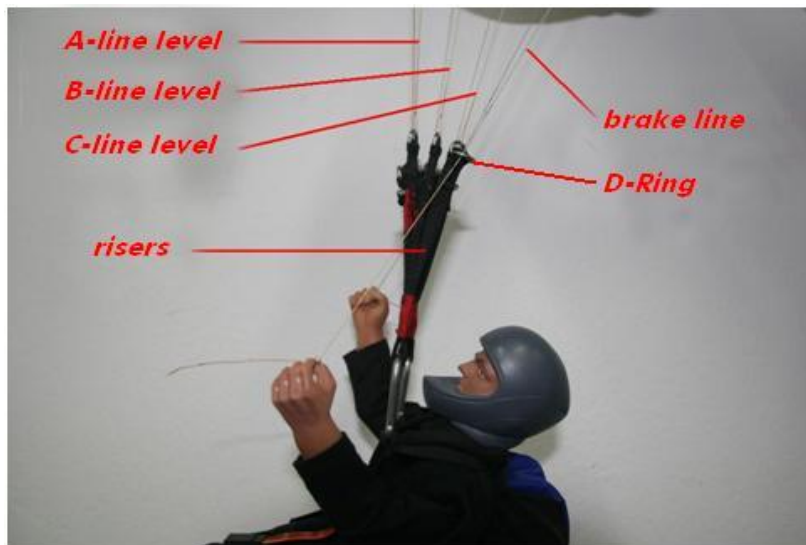
Para-RC „STUNT 3.0“ mit Pilot

Thank you for your interest in our products. We have invested much time and care into this new aircraft model to prepare you a maximum of pleasure and fun flying. The paraglider is made from high quality materials and is mostly ready to fly. The Para-glider RC STUNT 3.0 can also be flown by relatively inexperienced pilots. It is suitable, with appropriate setting, even for thermal flying and freestyle maneuvers. As a paraglider has no rigid surface, the handling is different from a normal glider model. Please take some time and study carefully the instructions. It contains some tips and tricks that will make flying a model glider to a great experience.



Unpacking / Mounting:

For the first time spread out the glider in a clean room. The glider is laid with the top sail on the floor. Take the risers and sort the lines in order to avoid rotation or knotting. The risers have three rows of lines: A (front) - B (middle)-C (rear). Begin simply with the A-level, the other levels will be sorted almost by itself. Important is the main brake line and the brake lines. The brake line are very important for the control of your paraglider. Now hooked the risers into the carabiner of the harness that the A-level in the lead.

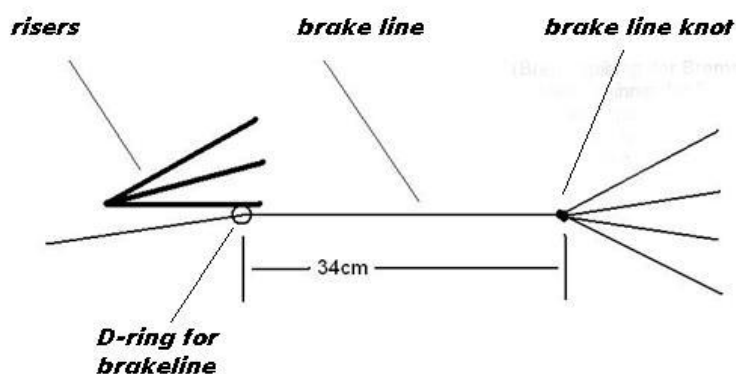


In the pilot's harness is space for the receiver and the receiver battery. The receiver may optionally also be installed inside the lower part of the pilots body (recommended for Trike / engine backpack). In addition, the harness provides some room for additional weight to adjust the flying speed of the respective wind speed and skill of the pilots. The open space is padded with foam.

The RC system:

Connect the servos in the arms with a special hacker para mixer (optional) or directly to the RX, if your transmitter has an appropriate mix function. Our Para-RC transmitter has this special mixer included. Make sure that the mixer is actually set to active on the front switch board of the Para-RC transmitter. In the neutral position, the arms are in the top position. Move the aileron stick to the right side, the pilot lowers the right arm (in flight direction). The left arm moves down when the aileron stick is moved the left side. Pulling the "elevator stick" both arms will move down (Brake). This function controls the air speed and it is typical for the landing (flare). If the servos do not run in the correct direction, change the two servo connectors on the receiver and / or use the reverse function of your transmitter.

On the brake lines you make a mark with a pen, which marks the approximate location for the brake lines of implementation through the top ring (IMPORTANT) of the C-Riser. This issue should be put on the brake line 34cm from the first knot in the brake line. Depending on the neutral position of your RC system, the point still differs slightly from this mark. Some short tests before flying the para-RC STUNT 3.0 show that the correct setting was found. Please see below.

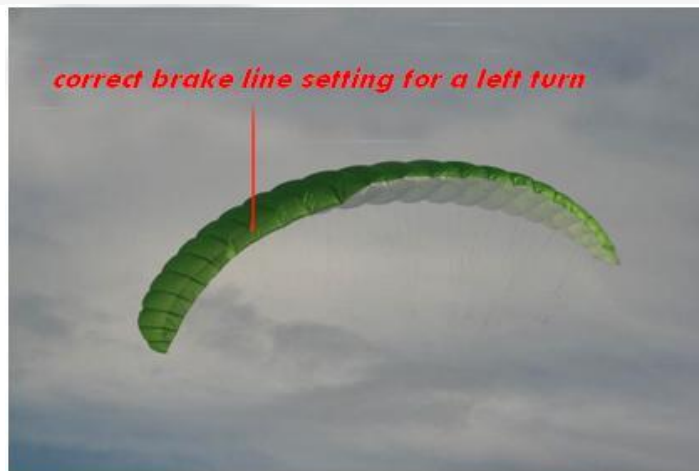


Packing the Glider:

The canopy is flat on ground and the pilot doll is positioned at the trailing edge of the canopy. The risers with the lines running on the right / left over at the pilot figure. In mild S-loops, the lines are laid loosely on the bottom surface of the canopy. Now it works in each case the wing tip "Stabilo" one to the middle of the canopy and repeats this process until a strip about 20cm is created. This is then folded three times and the canopy fits back into his knapsack. Recommendation: Separate the canopy not from the pilot doll, so that the lines have not unpacked the next opportunities to devour / knotting.

Settings and flying :

To get the correct brake adjustment, some walk tests against the wind are necessary. The best way is to do this test with two persons. The canopy lies with a curved front at the ground. All lines, especially the brake lines, run without twists or tangles of the risers from harness to the canopy and the brake lines were tied with a light knot at the hands of the pilot (correct length: see picture above). The pilot figure is taken at the back, and the lines are hanging free to the canopy. Move the pilot up as far as to tighten the line, then just check the wind and lift with a circular movement the canopy from the ground. The canopy will be set up above you and you start to run. Now you can see exactly the setting adjusts the brake lines. In the neutral position the canopy is not braked, that is OK when the trailing edge of the canopy is not pulled down. The profile "is flat-bottomed" in the wind. Test now the Controls. Right movement of the aileron stick must have a clear reaction in the rear right of the canopy edge and the canopy will move immediately to the right side. If you control both brakes on the "elevator stick" both sides of the rear edge of the canopy will move down and the canopy will fall back. Then you have found the correct setting already. Control inputs without any reactions showing a wrong brake line setting. The brake lines are too long and must be shortened. Shortening occurs in steps of about 5mm and will be reviewed by a new test run.



NOTE: A clean setting of the brake line length is important and provides a fault-free and well-controlled flight. Never start flight tests without perfect brake lines. An uncontrollable paraglider with appropriate risk potential would be the result.

- Brakes set?
- You are on a slight slope with open fields to front?
- The wind is not too strong and comes straight from the front?
- Transmitter and receiver battery / batteries are fully charged?
- the control functions are checked and have correct directions?

Then go for the first flight!

The canopy is, as with the run tests, on the ground. All lines, especially the brake lines, run without twists or tangles of the risers from harness to the canopy. The pilot figure is taken at the back, and the lines are hanging free to the canopy. Move the pilot up as far as to tighten the line, then just check the wind and lift with a circular movement the canopy from the ground. The canopy will be set up above you and you start to run. After a few steps to release the pilot and the PARA-RC stunt 3.0 starts to glide.

IMPORTANT: release the pilot only when the canopy is directly above the pilot! If the canopy will swing to the right or left side, please stop immediately and begin the start procedure for new! Don't push or throw the pilot to hard!

With careful control inputs check the brake line adjustment in flight and get used to the new feeling of control of an RC paraglider. For the landing pull the "elevator stick" and slow down the paraglider gently (Flaring) just before the pilot touches the ground. Not too early and too much brake! A deep stall could be the result.

If the first flight is to your complete satisfaction, you can safely perform the first real soaring flights. The best soaring site is one with medium wind and good upwind component. As with normal slope gliders fly your RC-Paraglider in figure-eight in the slope lift. Once you have reached some higher level and you find some thermal lifts, circling the STUNT 3.0 to higher altitudes.

Important: fly the RC paraglider always on the windward side

Tips:

- the best-glide and the longest flight distance can be achieved with brakes fully open (arms at the top)

-the air-speed can be selected in flight on the brakes. Control the gliders speed with the "elevator stick" (brake) carefully. Excessive braking caused a stall.

-combined two control functions (for example right and brake), the model reduces its speed and is able to fly flat and uniform circles. This achieves the best climbing in weak thermals. WARNING: Excessive brake with simultaneous strong control pulses can cause a stall or a spin!

-if from turbulence air one side of the wing is folded in, it opens normally very quickly and the flight can be continued. If the Paraglider turns slightly away to the folded side, just slightly compared to control and wait for the opening.

-Fly-active: this is the high art of paragliding. In turbulent air, the canopy sometimes moves back and forth. A moving forward of the canopy can be stopped by brake light and the canopy stays clean in its position. This can achieve a significant performance gain and collapses are avoided effectively.

- you can adjust the airspeed of the glider model by the weight of the dummy pilot::
less wind / weak updraft = pilot light = low airspeed > 2.4 kg pilot weight
stronger wind = pilot heavy = more speed = more agile flight characteristics > 2.8 kg pilot weight

This model is not a toy, suitable for young people aged 14 years



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