SKYWALK

# MANUAL SUPPLEMENT PARAMOTOR

MESCAL5

## THE MESCAL5 PARAMOTOR

Version 1/07_2018

You can find the latest version of this supplement at
www.skywalk.info

In this supplement to the manual for the skywalk MESCAL5
you will find all of the specific information and changes related to flying with a motor.

## TECHNICAL DATA

| | LTF 23-05 * Motor flying | EN/LTF ** Mountain flying |
|---|---|---|
| **MESCAL5 S** | 95 – 125 kg | 70 – 95 kg |
| **MESCAL5 M** | 105 – 135 kg | 85 – 105 kg |
| **MESCAL5 L** | 115 – 145 kg | 95 – 120 kg |
| **MESCAL5 XL** | 120 – 160 kg | 110 – 135 kg |
| | * Pilot, glider, equipment incl. motor | ** Pilot, glider, equipment |

## HYBRID RISERS

The MESCAL5 has four risers. The two inner A-lines are connected to the front A-risers, the outer A-line is connected to the rear A-riser, the B-lines and the stabilo line are connected to the B-risers, and C-lines are connected to the C-risers. The MESCAL5's motor risers are equipped with two different attachment points. The correct attachment point is chosen according to the height of the motor suspension system. This guarantees that the brake handles and the lines can be reached. In addition, the MESCAL5 has a trimmer that increases cruising speed and compensates for the torque of the motor. For mountain flying, it is important in any case to use the lower attachment loops.
When flying with a motor, the choice depends on the attachment points of the harness. Special motor harnesses often have a higher suspension system. In this case we recommend that you use the upper attachment loops.

### CAUTION

FOR MOUNTAIN FLYING, THE TRIMMER MUST BE HOOKED INTO THE MAIN CARABINER – OTHERWISE THE LFT/EN A TYPE CERTIFICATE IS INVALID.

## HARNESS

For motor flying, harnesses with a voluminous back protector are unsuitable. Special motor harnesses without a back protector or with a flat back protector are suitable.

## FLIGHT BEHAVIOR

In this chapter, the previous points in the "Flight Behavior" section are supplemented by information about changes to flight behavior that result from flying with a motor.

**Motorized flying**
For motorized flying, the MESCAL5 is certified to DGAC Fiche D'identification classe 1 in a certain weight range using risers with trimmers.
**The installed speed system must not be used when flying with a motor!**
We recommend keeping the trimmer closed during takeoff and landing to keep the takeoff and landing speeds as low as possible.

**Cruise flight (Motor)**
The MESCAL5 flies best in cruise flight with the trimmers open. You can close one trimmer enough to compensate for the opposing torque of the motor. It's better not to use the trimmer in very turbulent conditions as the lower angle of attack reduces the stability of the glider.

**Emergency control/Turbulent conditions (motor)**
Although the tendency to collapse with a motor is less due to the higher wing loading and increased angle of attack, the trimmers should still be closed in strong turbulence. In turbulence, fly with light brake pressure and try to keep the glider over you with active flying. In this way you can prevent side collapses before they happen. Should a side collapse happen despite this, it is important to maintain direction and to steer clear of objects. Once you have stabilized your course (!), try pumping the brake on the collapsed side to help it open quickly.

When entering strong thermals, release the brakes and reduce the motor speed to prevent a dynamic stall. When exiting a thermal, make sure to brake well and increase the motor speed to prevent a frontal collapse.

**Landing (with stationary propeller)**
The MESCAL5 is easy to land. On final approach, let the wing glide with light brake pressure. At a height of about one meter, gradually increase brake pressure to raise the angle of attack and arrest your descent. Once you have reached minimum speed, apply full brakes.

If the headwind is strong, just brake lightly. Once you are safely on the ground, carefully stall the wing. Avoid steep turns during the landing approach (danger due to oscillation)!

### Landing (using the motor)

You can use the motor for support during your final approach. Altitude and speed can be controlled with the aid of the brakes and the motor speed right up until touchdown.
You can find addition tips on flying behavior, cleaning, care, maintenance, repair and other manufacturer's information in the MESCAL5 manual for mountain flying.

## CERTIFICATION

The MESCAL5 has been issued a type inspection certificate for mountain flying with motor risers with locked trimmers according to EN 926-1:2016, EN 926-2:2015 LTF 91/09, as well as a DGAC Fiche D´identification classe 1 type certificate for use with a motor without speed system.

**For mountain flying, the trimmer must be hooked into the main carabiner, otherwise the LFT/EN A type certificate is invalid.**

Attachment motor flying
(trimmer closed)

Attachment mountain flying
(trimmer hooked into main carabiner)