



# MESCAL 4

PARAMOTOR

SYLVANUS

MANUAL SUPPLEMENT 05/2014

In this supplement to the manual for the skywalk MESCAL4 you will find all of the specific information and changes related to flying with a motor.

## TECHNICAL DATA

|           | LTF 23-05 *<br>Motor flying | EN/LTF **<br>Mountain flying |
|-----------|-----------------------------|------------------------------|
| MESCAL4 S | 100 – 125 kg                | 70 – 95 kg                   |
| MESCAL4 M | 105 – 130 kg                | 85 – 110 kg                  |
| MESCAL4 L | 120 – 150 kg                | 100 – 130 kg                 |

\* Pilot, glider, equipment incl. motor      \*\* Pilot, glider, equipment

## HYBRID RISERS

The MESCAL4 has four risers. The two inner A-lines are connected to the front A-risers, the outer A-lines are connected to the rear A-risers, the B-lines and the stabilo line are connected to the B-risers, and C-lines are connected to the C-risers. The MESCAL4'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 MESCAL4 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.

## **MOTORIZED FLYING**

For motorized flying, the MESCAL4 must be flown in a certain weight range and with risers with trimmers according to the norm LTF 23/05.

## **THE FOOT-ACTUATED SPEED SYSTEM MUST NOT BE USED WHEN MOTOR FLYING!**

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 MESCAL4 has the best cruise flight characteristics with the trimmers open. You can close one trimmer just enough to compensate for the opposing torque of the motor.

## **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 MESCAL4 is easy to land. On final approach, let the wing glide with light brake pressure. At about one meter above the ground, increase brake pressure to raise the angle of attack. Once you have reached minimum speed, apply full brakes.

If the headwind is strong, just brake lightly until you are safely on the ground, then carefully stall the wing.

## **AVOID STEEP TURNS DURING FINAL APPROACH AT ALL COSTS! (DANGER DUE TO OSCILLATIONS!).**

## 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 MESCAL4 manual for mountain flying.

## CERTIFICATION

The MESCAL4 has been issued a type inspection certificate according to EN 926-2/ LTF 91-09 with locked trimmers as well as an LTF 23-05 type inspection certificate for use with a motor without speed system.

## RISERS

MESCAL4 motor-risers, size S, M, L



Attachment motor flying  
(trimmer closed)



Attachment mountain flying  
(trimmer hooked into main carabiner)

