TEQUILA

SKYWALK

MANUAL/SERVICE **Serialno:**

CONTENT

1 INTRODUCTION

Thank you for choosing a skywalk Paraglider! We are sure that your trust will be rewarded with many hours of flying pleasure. So that you will feel comfortable with your glider from the very beginning, we recommend that you read this manual carefully. This way you can thoroughly and quickly acquaint yourself with your skywalk TEQUILA3.
This operating manual will give you tips for safe and confident flight, so that you will enjoy many flying hours with your TEQUILA3. For helpful suggestions, questions or critic, please call or send us an e-mail. The skywalk Team is gladly at your disposal.

THE SKYWALK TEAM

2 DESCRIPTION

The TEQUILA has become a legendary wing, its range of use vastly diversified since it was first introduced to the market. Whether talented novice or occasional xc pilot: the TEQUILA always was and remains an excellent choice for a wide variety of pilots. With innovative 3-line technology and rigid foil, the TEQUILA3 now takes things to the next level.

JET FLAP Technology has become completely accepted in the past few years, and consequentially, the TEQUILA3 is constructed with an advanced slotted flap. Along with optimal climb performance, the JET FLAPS guarantees low landing speeds and high safety potential.

A great deal of testing and the use of the newest CAD software have produced a product that will surely prove to be trendsetting. The TEQUILA3 may also be used as an instruction wing, thanks to the safety potential. Furthermore, this is a real intermediate glider, thanks to the combination of a high level of safety and performance; a guarantee for long and relaxed flights.

3 TECHNICAL DATA

TYP	XS	S	M	L	XL
Size	XS	S	M	L	XL
Cells	44	44	44	44	44
Surface Area (flat)	23.3	26.2	28.8	31.0	32.7
Flat Span:	11.11	11.77	12.35	12.8	13.16
Flat Aspect Ratio	5.3	5.3	5.3	5.3	5.3
Projected Area	19.6	22	24.2	26	27.5
Projected Span	8.57	9.09	9.53	9.88	10.16
Projected Aspect Ratio	3.75	3.75	3.75	3.75	3.75
Canopy weight kg	4.9	5.5	6.1	6.6	6.9
Launch weight from – to in kg.	60-80	75-95	90-110	100-120	110-135

This paraglider meets the demands of the regulations of German Airworthiness Regulations-LTF, or the EN norm. Further details of the construction and the measurements are described in the DHV type sheet, which is part of this manual. The measurements of the line elements are listed in the type sheet or in the lineplans.

IMPORTANT SAFETY WARNING:

THE IDENTIFICATION PLATE IS PRINTED ON THE INSIDE OF THE STABILO.

HERE THE DATE AND PILOTS NAME OF FIRST FLIGHT MUST BE ENTERED.
THE MODEL INSPECTION TAG IS LOCATED ON THE MIDDLE RIB. IT MUST BE SIGNED IN.
IF THE PRINT IS MISSING ITS OBVIOUS THAT THE GLIDER IS A NOT INSPECTED PROTOTYPE.

4 LINE SYSTEM

The lines of the TEQUILA3 have a very high level of strength with a very small diameter, thanks to comprehensive testing. The line controls, as well as the effectivity of the speed system, are important matters for us. Safety always remains in the foreground during all of the considerations and calculations. For this reason, we have implemented an elaborate combination of Liros Dyneema and Tecnora lines.

The skywalk TEQUILA3 is equipped with 3 A-, 3 B- as well as 3 C and 1 stabilo line.
The top lines of the last cells attach to the stabilo – main line, together with the stabilo toplines, which lead Directly to the B-riser.

The brake lines are not load bearing and lead from the trailing edge of the wing over the main brake line throught the brake pulley on the C-riser to the brake handle. There is a mark on the main brake line where the brake handle is knotted. This adjustment should not be altered, on one hand to assure adequate brake travel when landing and on the other hand to avoid constant braking.
For better recognition, the A-lines and the A-riser are red and the stabilo line is pink.
The B-lines are yellow, the main brake line and the brake spider are orange and all other lines are blue.
The line locks are triangular, a plastic insert prevents the lines from slipping.
The skywalk TEQUILA3 has five risers on each side.
Both of the inner A-main lines lead to the A-riser, the outer A-lines lead to the rear A-riser.

> The B-lines and the stabilo line lead to the B-riser.
> The outermost C-main line leads to the front C-riser and both of the inner C-main lines lead to the rear C-riser.

An illustration of the risers can be found at the end.

IMPORTANT SAFETY WARNING:

**FLYING A PARAGLIDER REQUIRES MAXIMUM CAUTION AT ALL TIMES.
BE AWARE THAT AS A PARAGLIDING PILOT, YOU FLY AT YOUR OWN RISK. AS A PILOT YOU HAVE TO GUARANTEE THE AIRWORTHINESS OF YOUR PARAGLIDER BEFORE EVERY SINGLE FLIGHT.**

Don't use your skywalk TEQUILA3 :

> You are outside of the certified launch weight.
> With any engine
> In rainy, snowy and extremely turbulent weather conditions or high winds
> In fog or clouds
> With insufficient experience or training
> With a motor, unless there is certification from DULV or motorgliding association

Every pilot is responsible for their own safety and must ensure that their aircraft (paraglider) has been checked and serviced for its airworthiness before flying.
You can only fly your skywalk TEQUILA3 with a valid flying license and in accordance with local rules and regulations. During the production of your skywalk TEQUILA3, the glider has passed multiple quality controls. More spot checks were performed before delivery to the dealer.

5 SPEED SYSTEM

The skywalk TEQUILA3 can be equipped with a foot-operated speed system.

Caution:

THE DHV RATING OF SOME GLIDER SIZES CAN CHANGE DURING THE USE OF THE SPEED SYSTEM IN FLIGHT. TO DETERMINE WHICH SIZES ARE AFFECTED PLEASE CHECK THE TYPE SHEET.

The speed system works on the A-, B- and front C-Riser. Exact specifications can be found on the riser drawing.

Installing the accelerator equipment:
Most commonly used harnesses have pulleys for the speed system already attached. The acceleration line runs from the front through the pulleys at the harness to the top. They are tied to the "Brummel-hooks" at the right length. With the right adjustment of the acceleration lines, the foot-bar can be reached easily with angled legs during flight. By straightening the legs, the entire speed range can be used. Prior to flying, the connection hooks of the foot-operated accelerator and the speed system have to be connected to each other (Brummel-hooks). Check that the acceleration line runs freely.

Function:
By using the foot-operated speed system the pilot reduces the force via a pulley-system by half and shortens the A-, B- and C- risers.

Speed System Risers Illustrated on page 64-66.

6 HARNESS

The skywalk TEQUILA3 is licensed for all certified harnesses of the GH type (harnesses without solid cross-bracing).Be aware that the level of suspension changes the relative braking distance.

CAUTION:

FULLY CROSS-BRACED HARNESSES INFLUENCE HANDLING DRASTICALLY AND DO NOT LEAD TO HIGHER SAFETY!

7 FLIGHT TECHNIQUES AND PERFORMANCE

Preflight check and maintenance
It is important to check all paragliding equipment thoroughly before every flight to inspect for defects. Also check the paraglider after long flights and after long periods of storage.

Check thoroughly:
> All seams of the harness, of the risers and of the reserve bridle
> That all connecting parts, maillons and carabiners are closed
> The brake-line knots on both sides and follow the brake-line to the top
> All the other lines from riser to canopy
> All the line attachment points at the canopy
> If the top or bottom of the wing has partial damage or is highly damaged
> The ribs and crossports from inside

CAUTION:

DO NOT LAUNCH IF YOU DETECT ANY DEFECTS, EVEN IF THEY ARE MINOR!

If you find any damage or excessive wear and tear please get in touch with your flying school.

LAYING OUT THE GLIDER:
If you use your paraglider for the first time we recommend that you practice some inflations and try some simple flights at a training site. This way you are able to get used to your skywalk TEQUILA3. Lay out the canopy so that the leading edge is slightly arched. The middle of the canopy should form the deepest point of the paraglider. This way the A-lines are tensioned first in the middle whilst inflating. The paraglider inflates evenly which ensures a stable and straight take off. Separate A, B, C, D-lines and risers and put in order. Make sure that the brake lines run freely through the pulleys to the trailing edge of the paraglider. All lines have to run freely without any knots and twists from the risers to the canopy. During flight, tangled or crossed lines can often not be released or untangled! The brake-lines are lying Directly on the ground, so please pay attention that they do not become entangled during launch. There shouldn't be any lines beneath the canopy during launch. Line-overs can have fatal consequences!

THE LAUNCH:
The skywalk TEQUILA3 is very easy to launch. Hold the two A-risers and the brake handles in your hands. For a better identification, the A-lines and covers at the A-risers are coloured red. The brake lines are coloured yellow and the brake handles are black. Hold your arms slightly sideways and backwards like an extension of the A-risers. Before launching check the laid out glider. Further check the wind Direction and the airspace!
Pull rapidly and the canopy of the skywalk TEQUILA3 will launch and rise above your head. The canopy will inflate fast and reliably. Keep the paraglider straight above your head and run forward. Slow down a little as soon as the upward pull decreases. You can open any collapsed cells by pumping the affected side. Changes of Directions that are necessary can be carried out now. Look and feel that the wing is properly inflated. Don't make your final decision to accelerate or to take-off until you are absolutely sure that the wing is properly and evenly inflated. Otherwise, stop the launch procedure immediately! During reverse launches and in strong winds, it is possible that the paraglider surges forward and inflates faster than intended. You can counteract this by running towards the glider. We recommend practicing this demanding launch technique on a flat slope! If you reverse launch it is advisable to only use the inside A-risers.
This way the glider opens a bit more slowly and in strong winds you don't have to deal with the full pressure at once.

The TEQUILA3 is also equipped with the innovative JET FLAP System. Air is conducted from the bottom sail (pressure area) to the top sail (low-pressure area) and is blown out there with higher speed. The connection is established through jet-shaped channels, which are located in the rear section of the wing. When increasing the angle-of-attack the danger of airflow interruption and subsequent stall is minimized. Results: the constant airflow even at great angles-of-attack delays the stall, the flyable minimum speed is lowered and the pilot has a higher incidence range. This is of great importance, especially during launch and landing. Of course, the JET FLAPS are no reason for uncontrolled braking, but the slow flight characteristics of the TEQUILA3 profit immensely.
You don't need any special knowledge to have control of the JET FLAP System, the use of a JET FLAP paraglider is the same as a conventional glider.

TURNING:
The skywalk TEQUILA3 is very manoeuvrable and reacts to steering inputs directly and without delay. Simple weight shift enables you to fly very wide turns with minimal

altitudeloss. Combined steering technique: Weight shifting and pulling of the inside brake line allow extra tight turns. During turning you can control the speed, the curve radius and banking by additional use of the outer brake. Counter braking or releasing the brake lines can change these parameters most effectively.

CAUTION:

PULLING THE BRAKE LINES TO FAR AND TO FAST CAN CAUSE A FULL STALL!

You will recognise a flat spin through high steering pressure and a slight backwards folding of the outer wing section. If this happens you have to release the inside brake immediately.

EMERGENCY STEERING:
Iff one brake line tears or releases from the brake handles, you will still have limited steering and landing capability of the skywalk TEQUILA3 with the aid of the C-risers.

ACTIVE FLYING:
Active flying means flying in harmony with your paraglider. Anticipate the behaviour of your skywalk TEQUILA3 in flight, especially in turbulent and thermal conditions and react accordingly. In calm air necessary corrections will be minimal, but turbulence demands permanent attention and the use of brakes and weight shifting with the harness.
Good pilots have instinctive reactions. It is important that you always have Direct contact to the canopy by slight pressure on the brakes in order to feel the stored energy
of the glider. This way you will recognise a loss of pressure in your canopy and subsequent collapse early and are able to react in time. TEQUILA3 is featured with a profile that mitigates turbulences. This provides high resistance against collapses, however it can happen without a pilots reaction.

Examples:
> When flying into strong thermals, you have to release the brakes.
> When flying into falling airstream, pull the brakes. This way you can avoid extensive changes in the angle of attack.

> In turbulent air, you feel the release in pressure on parts of the glider through the feedback from your brakes. You can balance this by quickly pulling the brake a little more until the pressure returns. Always apply brakes softly and progressively.
> Don't slow down your glider too fast as this can increase the danger of stalling!
> By active flying you can avoid almost all deformations of the glider in advance.

ACCELERATED FLYING:
To use the speed system you will need to make some effort. This can affect the sitting position in the harness. Therefore we recommend an upright position in the harness. Adjust the harness before your first attempt of accelerated flight. We remind you to only fly in wind conditions that don't require constant use of the speed system. To reach the maximum speed press the speed bar firmly until both pulleys on the A-risers touch each other. As soon as you apply the speed system, the angle of attack will be reduced, the speed increases, but the paraglider becomes less stable and can collapse more easily. Therefore always use the speed system with adequate altitude from the ground, obstacles and other aircraft.

Avoid flying with too short brake lines.
Accelerated collapses are normally more impulsive and demand fast reactions

NEVER ACCELERATE IN TURBULENT AIR!
NEVER ACCELERATE NEAR THE GROUND
NEVER LET GO OF THE BRAKE HANDLES!

In case the glider collapses you will have to release the acceleration-system immediately to stabilise and reopen your paraglider.

LANDING:
The skywalk TEQUILA3 can be landed easily. Make your final approach against the wind and let the glider slow down at its own rate. Further reduce the speed by applying the brakes lightly and evenly. At about 1m above the ground you increase the angle of attack by slowing down more and eventually completely flare out the glider. When you have reached the minimal speed apply full brake. In strong head winds, slow down carefully. When you have reached the ground safely, stall the glider warily. Avoid turning sharply before your final approach. This increases the danger of pendulum effect!

WINCHTOWING:
The skywalk TEQUILA3 is very suitable for towing. Make sure you climb from the ground at a flat angle.
> Pilot must be instructed in towing.
> Pilot must use a certified winch.
> Winch driver must be instructed in towing.
When towing please steer carefully, do not over-brake, the glider will fly with an increased angle of approach.

MOTORISED FLIGHT:
You can inform yourself about the current status of certification of motorised flight at your dealer, national distributor or Directly through us. No certification existed at the time the handbook went to print. (April 2011)

CAREFULLY PACKING YOUR PARAGLIDER WIL INCREASE ITS LONGEVITY.
Your skywalk TEQUILA3 is equipped with reinforcements made from flexible nylon slats in the leading edge. The material used, Superflex, is very resistent to bending and requires no special handling.

> Empty the glider from all debris such as leaves, twigs, grass, sand etc.
> Sort out your lines and spread them evenly on the glider.
> Make sure the glider is dry when storing it for a longer period of time.
> Fold the glider starting in the middle and working your way to the outside always folding 2 cells, so that the leading edge is folded cleanly.
> Fold the cells, starting from the second cell from the middle, so that the reinforcededges of the cell openings are on top of each other.
> Do the same at the lower long-edge of the glider.
> This folding method is best done together with a friend, but you should be able to do the same on your own after some practice.
> Then press the air out of the folded glider starting at the bottom and working your
> way to the top.
> Fold the whole row once toward the middle.
> Do exactly the same on the other side. Then fold one half onto the other half andmake sure the leading edge are folded cleanly.
> Start wrapping up the glider from its lower end. The wraps should be approx. 1ft. wide.

> The leading edge can be folded inwards once, but is not necessary. The left over airshould be pressed out of the glider and not through the material (this can increase the porosity of your glider).
> Now attach the compression band around the packed wing, at right angles to the cell openings, then slide the glider into the light nylon bag. This helps to protect the cloth from being damaged by sharp edges or zippers from your harness.
> Open the backpack and place your glider on the inside edge. The soft wing on your back will make transportation much more comfortable.
> Place the harness with the seat board facing up on top of your glider and close the zippers.
> Put the rest of your equipment (helmet, overall, instruments etc.) under the hood of your backpack.

8 DESCENT TECHNIQUES

The TEQUILA3 manual is not a textbook for learning how to paraglide.
According to the local rules and regulations, instruction and training must be carried out in licensed schools. The following information enables you to get the most out of your skywalk TEQUILA3 .

SPIRAL DIVE:
You can initiate the spiral dive by carefully increasing the pull on one of the brakes and simultaneously shifting your weight to the inside of the turn. If the glider doesn't bank up and the sink rate doesn't increase, then try again. Don't just apply more and more brake without sensitivity. The skywalk TEQUILA3 enters the spiral dive with a high bank angle and makes a fast steep turn. The banking and sinking can be controlled by dosed pulling resp. loosening the inner brake line. Smooth braking of the outer wingtip not only helps to avoid collapses, the pilot is also more easily able to control the rate of sink. The spiral is the most effective tool in losing altitude. This is advantage and disadvantage at the same time, the pilot needs to be able to handle the resulting high sink rates.

CAUTION:

THE HIGH SINK RATE CAUSES HIGH PHYSICAL STRAIN DUE TO THE INCREASING CENTRIFUGAL FORCES AND MAY CAUSE BLACKOUTS!

Tensing the stomach muscles during the spiral dive can be helpful. At the first signs of dizziness or feeling faint exit the spiral dive immediately. Because of the extreme loss of altitude experienced during a spiral dive always ensure you have enough altitude above ground. To avoid a strong surge when exiting the spiral dive you have to release the inside brake while applying the outer brake slightly. The skywalk TEQUILA3 has no tendency for locking into a spiral dive. In case it keeps turning under unfavourable circumstances (e.g. unintended asymmetry of the cross brace harness) you will have to actively finish the spiral dive. In this case shift your weight to the outside of the turn and simultaneously apply more outside brake. Applying both brakes will also take the paraglider out of the spiral dive but the glider can front tuck and you should dampen the exit with the brakes. Remember: Compared to regular flight manoeuvres the steering forces in a spiral dive are a lot higher

B-LINE STALL:
The B-lines are pulled down symmetrically (20cm). Keep the brake handles in the hands. The airflow on top of the profile largely detaches and the paraglider descends without flying forward. By pulling the B-lines stronger the canopy surface decreases and the descent increases. You can exit the stall by quick and symmetric release of the B-lines. The paraglider will pitch forward and pick up speed. At no time you may use the brakes in this case! You must exit the B-line stall immediately if the canopy starts to form a forward facing semi-circle. If the wing doesn't reopen you may speed up the opening process by gently braking. Because the TEQUILA3 is equipped with a 3-line system, the pressure on the B-riser is somewhat higher than the pressure on a glider with 4 line levels. This somewhat higher pressure is, however, rewarded with higher sink in the stall.

BIG EARS:
In contrast to the spiral dive and B-line stall, big ears result in an increase of forward speed in relation to the gliders sink rate. Big ears is used to avoid or exit dangerous areas in a horizontal Direction.

EXAMPLES:

> In strong winds or below a thundercloud at low altitude it is possible that neither B-line stall or spiral dive will help. Big ears are the easy way out.
> If the pilot is stuck in strong lift and needs to look for sink it is advisable to exit the lift band with the use of big ears.
> To fold the outer wingtip you only need to pull the outer A-lines symetrically. In doingso it make sense to grap the lines as far up as possible for folding maximum area.
> The skywalk TEQUILA3 will enter now a stable sink flight.
> The brake handles are held together with the outer A-lines.
> Braking and weight shift enables you to steer your paraglider.
> In order to increase the sink and forward speed you can optimise this manoeuvre by using the acceleration-system.
> The risk of canopy destabilisation in turbulent air is clearly reduced when using big ears.
> To exit big ears release the A-lines. The canopy will unfold automatically.
> You may brake a little to support the unfolding. It is advisable to pump out one side at a time to reduce the risk of detaching airflow.

CAUTION:

ALL DESCENT TECHNIQUES SHOULD BE ADEQUATELY TRAINED IN NON-TURBULENT CONDITIONS AND WITH SUFFICIENT ALTITUDE BEFORE IMPLEMENTING THEM IN EMERGENCY SITUATIONS AND IN TURBULENT CONDITIONS.

Any extreme flight manoeuvre and descent technique demands:

> Training, either with an instructor in a paragliding school or during a security training course.
> Double-checking that before entering a manoeuvre you have sufficient altitude and clear air space below.
> Permanent visual contact with the canopy.

9 EXTREME FLIGHT MANOEUVERS

ASYMMETRIC TUCK:
In strong turbulence, a collapse cannot be excluded. The skywalk TEQUILA3 normally opens automatically. The rotation towards the collapsed wing section can be minimised by braking on the open side of the canopy. In case of a big collapse you will have to brake with caution in order to avoid a stall. If the wing still does not open despite countersteering, you can speed up the opening process by pumping the brake on the tucked side.

CRAVAT/LINE OVER:
This type of instability never occurred during any of our test flights with the skywalk TEQUILA3 . Still, in extremely turbulent air or during exceptional piloting errors it is possible that the folded wing section might get tangled in the lines. The pilot may then stabilise the paraglider by carefully dosed counterbraking. Without immediate pilot intervention, a cravated paraglider will turn into a strong spiral dive.

There are several possibilities to untangle the paraglider:
> Pumping on the folded side.
> Pulling the stabiliser-lines (tip-lines).
In case none of these manoeuvres are successful, you can try to unfold the paraglider by performing a full stall. Only experienced pilots with sufficient experience should attempt this manoeuver. Make sure you have enough altitude to recover from the stall.

CAUTION:

IF NONE OF THESE MANOEUVERS ARE SUCCESSFUL OR THE PILOT FEELS OVERWHELMED BY THE SITUATION THE RESERVE PARACHUTE SHOULD BE DEPLOYED IMMEDIATELY!

FRONT TUCK:
The paraglider can be front tucked by a strong pull on the A-risers or when encountering strong sink.The leading edge will fold forward along the whole length of the wing. Carefully dosed braking will reduce the forward surge and will help to speed up the opening of the canopy. The skywalk TEQUILA3 will normally recover from a front tuck automatically and without pilot input.

THE PARACHUTAL STALL:
The paraglider has no forward speed and a greatly increased sink rate. The parachutal stall may follow a too passively exited B-line stall. Porous canopy fabric (excessive UV-degradation) or frequent towing (stretched A-lines) results in an increased risk of a parachutal stall. The pilot can recover from a stable parachutal stall by slightly pushing the A-risers forward at the maillons or by using the speed system. The skywalk TEQUILA3 normally exits the parachutal stall automatically.

CAUTION:

AS SOON AS YOU APPLY THE BRAKES DURING A PARACHUTAL STALL THE PARAGLIDER WILL IMMEDIATELY ENTER A FULL STALL. IF STILL IN A PARACHUTAL STALL CLOSE TO THE GROUND DO NOT ATTEMPT TO RECOVER BUT STRAIGHTEN UP YOUR POSITION IN THE HARNESS AND PREPARE FOR A PARACHUTE LANDING ROLL.

FULL STALL:
In order to full stall your paraglider, wrap both brake handles once and pull strongly and with equal pressure until the airflow breaks away from the canopy. The canopy will drop backwards. Despite this violent reaction keep the brakes fully depressed until the canopy stabilises. In a full stall, the skywalk TEQUILA3 flies backwards and normally forms a forward rosette. This rosette can be achieved by entering more slowly into the full stall. In order to exit a full stall the pilot must release the brake lines slowly and symmetrically up. (response time >= 1 sec). The glider opens and surges forward to pick up speed. Braking symmetrically will prevent the skywalk TEQUILA3 from surging too far forward. If the pilot does not brake, the TEQUILA3 will surge forward dramatically and a front tuck may result.

CAUTION:

IF A FULL STALL IS RELEASED TO EARLY, TOO QUICKLY OR WITH AN INCORRECT TECHNIQUE, THE CANOPY MAY SHOOT FORWARD DRAMATICALLY!

NEGATIVE SPINS:
A paraglider spins backwards if the airflow disconnects over one half of the wing. In the process, the canopy spins on a vertical axis and the rotation center is within the wing span. The inside wing flies backwards.

There are two reasons for the negative spin:
> One brake is pulled too far and too quickly (e.g. when entering a spiral dive)
> One brake is pulled too strongly while flying slowly (e.g. in thermals).
> The skywalk TEQUILA3 usually re-enters normal flight immediately after the brake is released without any great altitude loss.
> If the pilot inadvertently enters negative spin and exits it immediately, the skywalk TEQUILA3 will return to normal flight without major sink. The brake which was pulled too far comes back until the airflow has contact again with the inner wing. Prolonged negative spin causes the canopy to shoot too far to one side. This can result in stall.

Cross bracing which is too tight increases the tendency for negative spin in all gliders.

WINGOVER:
Flying alternating left/right turns results in increased banking of the wing. The outside curve wing half begins to unload in wingovers with a strong bank. Increased banking should be avoided, since an eventual collapse can be very impulsive.

CAUTION:

FULL STALL, NEGATIVE SPIN AND WINGOVERS (ABOVE 90°) ARE ILLEGAL ACROBATIC FLIGHT MANOEUVRES AND ARE NOT PERMITTED IN NORMAL AIR TRAFFIC. OVERSTEERING OR STEERING INCORRECTLY MAY HAVE FATAL CONSEQUENCES INDEPENDENT OF THE TYPE OF PARAGLIDER USED!

10 MATERIALS

The skywalk TEQUILA3 is manufactured out of highest-grade materials.
skywalk has chosen the best possible combination of materials in respect to durability, performance and longevity. We know that durability is a deciding factor for the customer's satisfaction.

Wing and Ribs:

Top Sail	Porcher Marine Nylon 90852E85A, 9017E68A, N20 MF HD 38, TSF-SC39
Bottom Sail	N20 MF HD 38 – TSF-SC39
Ribs and Compression Bands	DOKDO 30 DFM – TSF SC39
Leading edge reinforcements	Rigid Foil

Lines:
LIROS has been the world's leading producer of paragliding lines for quite some time. We chose the PPSL lines because of their minimum stretch and the high consistency in length.

Top- and Brake lines	DSL 70
Middle lines and Stabilo lines	NTSL 160, NTSL 120
Main lines	PPSL 200, PPSL 120, TSL 280, TSL 220
Main brake line	DFLP 200/32

Risers:
The risers are manufactured from 20 mm Polyester.
Stretch values, strength and stability of this material are among the highest of all webbing products currently on the market.

11 MAINTENANCE

With proper maintenance, your skywalk TEQUILA3 will be in an airworthy condition for several years. A well cared-for paraglider lasts a lot longer than one which is packed in its bag carelessly after use.
Always remember: Your life depends on your paraglider!

STORAGE:
Store your paraglider in a dry location, protected from light and away from chemicals! Dampness is a natural enemy for any paraglider. Therefore, always make sure your paragliding equipment is dry before packing it away. Dry if necessary in a heated room.

CLEANING:
Rubbing and cleaning leads to faster deterioration of your paraglider. The PU-coated canopy fabric of the skywalk TEQUILA3 protects it well from pollution. If you still think that your paraglider needs to be cleaned, then use a soft and wet towel or sponge. Don't use any soap or detergents. Never use flammable products.

REPAIR:
All repairs must be carried out by the manufacturer or by an authorised skywalk-Service-Centre. Amateur repairs can cause more harm than good.

12 DISPOSAL

skywalk places high value on the environmental compatibility and quality control of our materials. If your glider should reach the point where it is no longer airworthy, please remove the metal parts. All other parts such as lines, cloth and risers can be brought to a waste disposal center. The metal parts can be brought to metal recycling.
If you wish, you can send your glider on to us, and we will dispose of it in a responsible manner.

13 NATURE AND ECOLOGICAL COMPATIBILITY

We have taken the first step towards ecological awareness with our nature-friendly sport. Especially with our mountain climbers who prefer to climb to the launch site. Nevertheless, we plan on continuing in the same vein. This means specifically: clean up your trash, stay on marked trails and don't cause unnecessary noise. Please help to maintain the balance of nature and to respect animals in their territory.

WEAR:
The skywalk TEQUILA3 mainly consists of Nylon fabric that loses strength and shows an increase in porosity under the influence of UV-radiation. Only unfold the paraglider shortly before starting and pack away immediately after landing to avoid any unnecessary sun exposure.

LINE-REPAIRS:
The line set of the skywalk TEQUILA3 consists of a Dyneema- or Tecnora-core and a polyester cover. Always avoid placing too much load on an individual line, since overstretching is irreversible. Repeated kinking or bending the lines at the same spot reduces strength, even if insignificantly. Any visual damage of a line, even if the damage is limited to the line cover, necessitates a replacement line. Only acquire new lines from the manufacturer or from an authorised skywalk-Service-Centre. Your flying school or your dealer will assist you to change a defective line. Check the correct

length of the line before replacing it. Compare with its counterpart on the opposite side of your glider. After the exchange a line-check will be necessary. The best way to this is by unfolding the glider on the ground!

General Tips:

> When unfolding the paraglider insure that neither the canopy nor the lines become Dirty as Dirt particles in the fibres can damage the material and lines.
> If the lines get tangled on the ground they may be over-stretched or break duringlaunch.
> Do not step on the lines and/or canopy.
> Make sure that no sand, stones or snow get inside the canopy as the extra weight collected in the trailing edge may slow down or even stall the glider.
> Sharp edges damage the canopy.
> Uncontrolled inflation attempts in strong winds may result in the glider impacting into the ground at high speed. This can cause rips, damage on lines and/or fabric.
> Make sure not to land your canopy leading edge first as this may cause permanent damage to this area of your paraglider.
> After landings in trees or on water you should check the length of the lines.
> After contact with salt water thoroughly rinse the equipment with fresh water!

14 2-YEAR-CHECK

According to DHV regulations your glider will have to undergo a maintenance check after 24 months. According to these regulations the Two-Year-Check has to be carried out by the manufacturer, its representative or by the owner himself.
The check will have to be confirmed by a DHV-stamp. Missing this deadline or if the check is carried out by an unauthorised company will lead to immediate loss of your skywalk TEQUILA3 model certification and all warranty and liability claims.
We recommend not doing this check yourself. Without the proper instruments and specific knowledge the check will be insufficient and the airworthiness of your glider cannot be guaranteed.

CHANGES TO THE PARAGLIDER:
Your skywalk TEQUILA3 is manufactured within the regulated parameters of tolerance. These parameters are very narrow and must not be altered under any circumstance. Only this way the optimum balance between performance, handling and safety can be guaranteed!

CAUTION:

UNAUTHORISED CHANGES CAUSE AN IMMEDIATE EXPIRAT ION OF THE OPERATING LICENSE! ANY LIABILITY CLAIM TOWARDS THE MANUFACTURER AND ITS DEALERS IS EXCLUDED!

15 CERTIFICATION

The official certification is the final polish. Our specifications included five sizes in the LTF 09/ EN 926-2:B classification. These classifications correspond to the ability of the pilot of the particular category. The many certification tests are the last hurdle in the development of a skywalk paraglider. The certification test flights will only take place when the test team is completely happy with the glider in question. We remark that the certification results will differ during flight in thermic or turbulent air. The certification solely informs about a paragliders performance in provoked extreme flight manoeuvres during stable air conditions. The extreme flight maneuvers provoked during the certification process should therefore be considered as individual factors in a complex interrelation and should not be overvalued.

16 CLOSING WORDS

Paragliding is a fascinating sport. With the skywalk TEQUILA3, you now have a glider representing the very peak of glider technology today.
This glider will bring you years of enjoyment when you treat it with care. Respect for the challenges and dangers of flying is a pre-requisite for successful, awe-inspiring flights. Even the safest paraglider can be dangerous when you second-guess weather information or experience pilot error. Please be reminded that every airsport is potentially risky and that your safety largely depends upon your own level of awareness.
We recommend that you fly with caution and to respect the legal requirements.

PILOTS FLY AT THEIR OWN RISK!

Your skywalk Team

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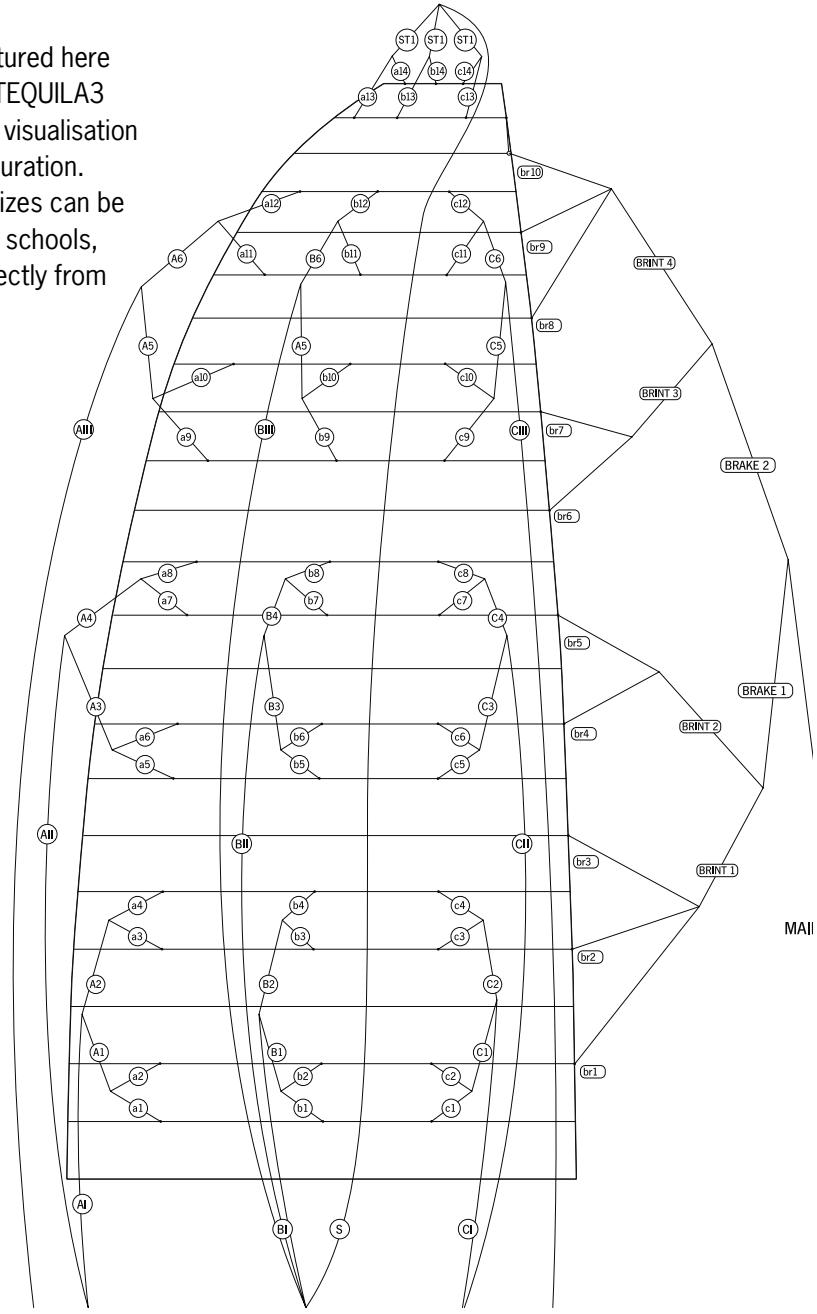
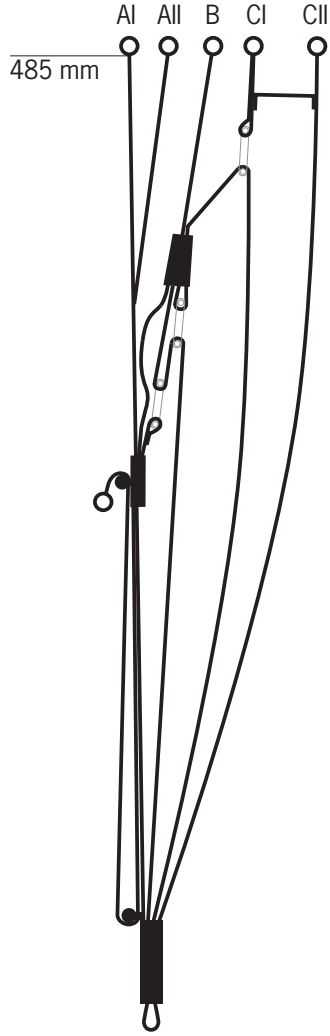
17 LINE PLAN

The line plan pictured here for the skywalk TEQUILA3 serves only as a visualisation of the line configuration. Plans for other sizes can be aquired via flight schools, importers or Directly from skywalk.



18 RISERS

TEQUILA 3, Size XS, S



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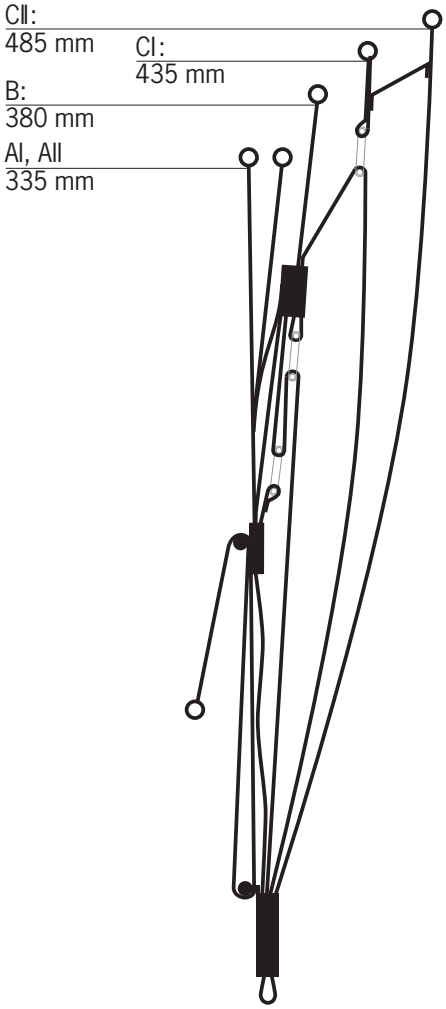
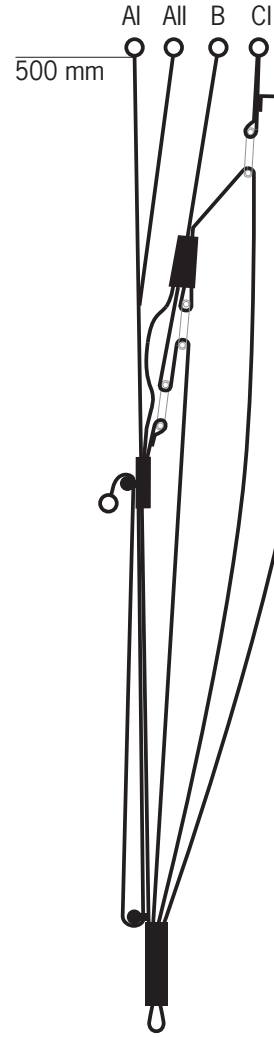


Accelerated

TEQUILA 3, Size M



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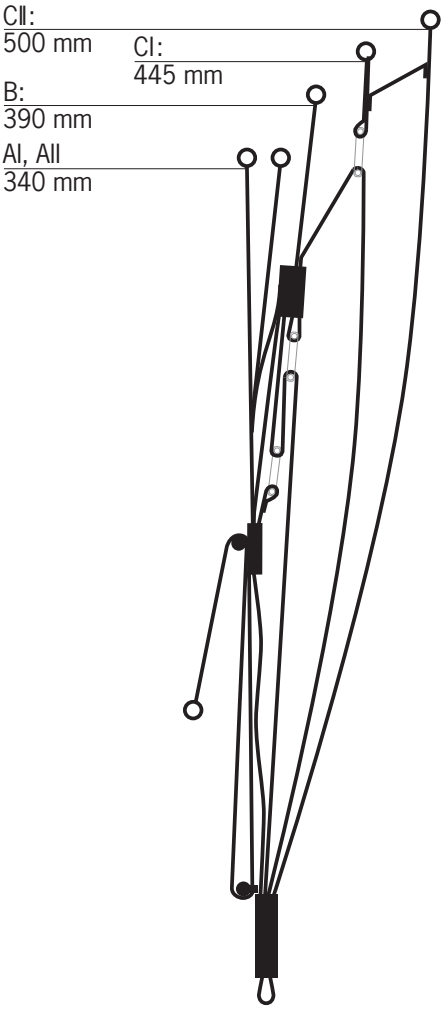
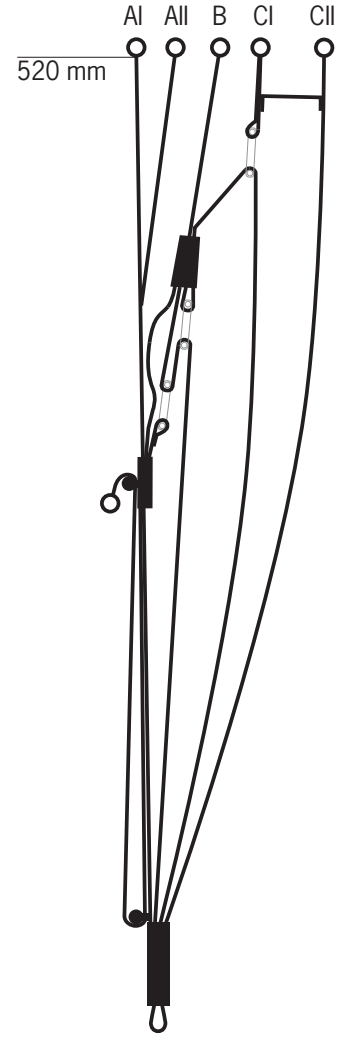


Accelerated

18 RISERS

TEQUILA 3, Size L, XL



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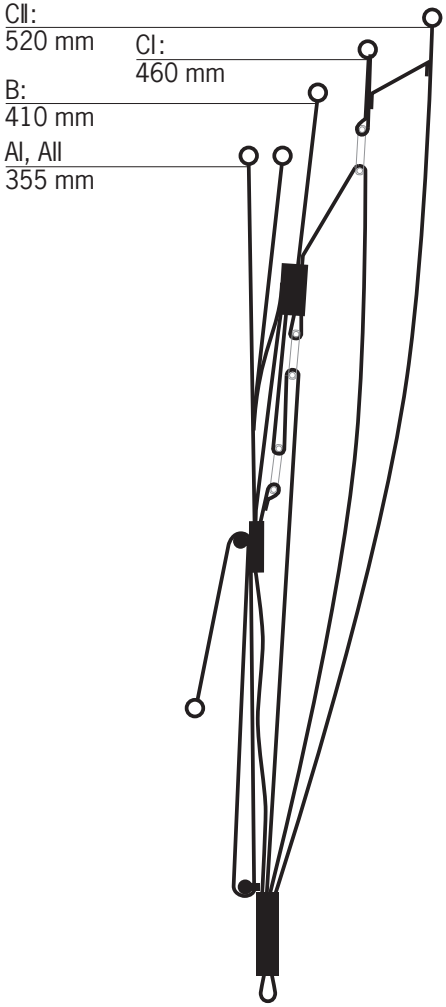

Accelerated

NOTES

19 TEST PROTOCOL

Test Protocol		Date:
Customer, Name:		
Adress:		Phone:
Glider:	Size:	Serial number:
Gütesiegelnr.		Date of last check:
Date of first flight:	Year of construction:	

Accomplished checking:	Results: [+/–]	Description of failure	Suggested repairs
Identification:	+ –		
Visual check of canopy:			
Upper surface:	+ –		
Lower surface:	+ –		
Profiles:	+ –		
Line flares:	+ –		
Leading edge:	+ –		
Trailing edge:	+ –		
Crossports:	+ –		
Visual check of lines:			
Seams:	+ –		
Abrasion spots:	+ –		
Core withdrawals:	+ –		
Vis. check of connectionparts:			
Suspension line screw locks:	+ –		
Risers:	+ –		
Length measurement:			
Risers:	+ –		
Lines:	+ –		
Examinations of the canopy:			
Firmness of canopy:	+ –		
Porosity:	+ –		

Examinations of the lines:			
Firmness of main lines:	☐ ☐ ☐ ☐ ☐ daN		
Visual check of trimming:	+ –		
Checkflight necessary?	+ –		
Gütesiegel patch?	+ –		
Identification plate?	+ –		

Condition:

- ☐ New
- ☐ Very good condition
- ☐ Good condition
- ☐ Well used
- ☐ Heavily used, but within gütesiegel standards, frequent checks required
- ☐ No longer airworthy, outside of the limit values.

Repairs made?

Signature of tester:	Date:
Name of tester:	Firm stamp:

NOTES

NOTES

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