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high end- freerider

SKYWALK

Manual

CHILI

Serialnr:

INDEX

1 CONGRATULATIONS

We would like to congratulate you with the purchase of your new CHILI, and thank you for the confidence that you have put into us.

We are sure that you will enjoy every flying minute with your new skywalk CHILI.

To ensure that you will feel good with your glider from the very start, we advise you to read this manual carefully. This way, you will get to know your skywalk CHILI quickly and thoroughly. This manual will give you tips to fly more securely, so that you will have fun with your new CHILI for a long time.

We are always open to remarks, questions and comments. Call us or send an e-mail or fax.

The skywalk team is available for information at any time.

Your skywalk Team

2 DESCRIPTION

In the last few years a remarkable modification in the market for DHV 1-2 gliders happened. Simple products, as well usable for students share the category with high performance, challenging products. The CHILI is clearly situated at the very upper end of DHV 1-2 class. The performance is used to be even better than some of the DHV 2 wings and the handling is as well very direct. For that reason the CHILI is not recommended to beginners or for schooling even when the behaviour of this wing in extreme situations fits to the DHV 1-2 category.

In the CHILI one finds the impassionate work, diligence in every little detail and new instruments of development.

Maximum of performance, safety, stability, handling and joy of flight are the characteristics of this wing.

The chosen profile possesses an excellent stability, also at higher speeds. The CHILI performs very well throughout a wide speed range, yet the manoeuvrability in thermals is very good. The gliders remain very manageable, even in turbulence, and weak thermals are converted to altitude effortlessly thanks to JETFLAP Technology.

In all cells diagonal and parallel bands even the load.

With so-called ballooning, that is the inflation of the cells in the computer model, we were able to create a very homogeneous canopy.

The high surface quality of the wing is a direct consequence of this ballooning technique and this among other things generates the high performance.

An optimized suspension system with load dependent line diameters takes care of low drag with very good wing support.

In the leading edge area of the upper wing, the CHILI employs Porcher Marine cloth 9092E85 which features outstanding ageing resistance. This, together with the well-known good craftsmanship, guarantees excellent longevity and value retention.

We wish you beautiful, long and successful flights.

Your gear is waiting.

Your skywalk Team

3 LINE SYSTEM

To achieve an optimal line system, much fiddling and calculating was done.

In cooperation with line manufacturer LIROS we chose the optimum mix of materials for the CHILI.

The main focus was on drag, line control and effectivity of the speed system.

Generous dimensioning of the lines provides very high load reserves.

The meaningful combination of Tecnora and Dyneema lines is robust yet generates little drag.

Very good restorability, even after high strains, as well as little stretch are also the consequence of the applied line mix.

The skywalk CHILI has 3 A-, 3 B- and 1 stabiliser line, 3 C- as well as 2 D-main lines.

Secondary lines: Top lines (top of the line system under the canopy) and mainlines. These unite 3 top lines and lead to the carabiner at the riser (maillon rapide which connects the main lines with the riser).

The stabiliser lines connect to the top stabiliser lines with the carabiner.

The brake lines are none carrying and lead from the back of the canopy (=trailing edge) over the main brake line through the pulley on the D-riser to the brake handle.

There is a mark on the main brake line indicating the position of the Handle attachment. This adjustment mustn't be altered in order to provide enough brake feedback for landing and in extreme flight situations yet enough slack not to continuously brake the glider in normal flight.

For better identification, the A-lines, the stabiliser lines and the A-risers are coloured red. The B-lines, main brake lines and the brake lines are coloured yellow and all the other lines are blue.

The carabiners at the risers are triangular, a rubber ring prevents the lines from shifting.

The CHILI has five risers. The two inner A-mainlines lead to the first A-riser, the outer A-line leads to the second A-riser, B-lines are attached to the B-riser, C-lines and the Stabilo is attached to the C-riser and finally the D-lines lead to the D-riser.

For line arrangements, look up line plan, page 29

IMPORTANT SAFETY WARNING:

FLYING A PARAGLIDER REQUIRE A MAXIMUM CAUTION AT ALL TIMES. BE AWARE THAT FLYING YOUR PARAGLIDER IS AT YOUR OWN RISK. AS A PILOT YOU HAVE TO GUARANTEE THE FLYING CAPABILITY OF YOUR PARAGLIDER BEFORE EVERY SINGLE FLIGHT.

Don't use your skywalk CHILI:

- Outside the certified take-off weight
- With any engine, except you have a license from the BHPA / USHPGA
- In rainy, snowy and extremely turbulent weather conditions or high winds
- In fog or clouds
- With insufficient experience or training

The CHILI suits not for students, its handling exceeds the students abilities for sure!

Every pilot is responsible for his own safety and will have to ensure that his aircraft (paraglider) has been checked and serviced for its airworthiness before flying.

You can only fly your skywalk CHILI with a valid flying license and in accordance with local rules and regulations.

During its production your skywalk CHILI has passed several thorough quality control checks. More spot checks were performed before its despatch.

4 TECHNICAL DATA

Typ	XS	S	M	L
Number of cells	51	51	51	51
Area (m2)	23,2	25,2	27,4	30,3
Wing-span (m)	11,06	11,53	12,02	12,65
Aspect ratio	5,28	5,28	5,28	5,28
Area, projected (m2)	19,15	21,8	23,7	26,25
Wing-span, projected (m)	8,67	9,26	9,65	10,16
Aspect ratio, projected	3,93	3,93	3,93	3,93
Average Linelength (cm)	693	723	754	793
Line diameter (mm)	1,2/1,8	1,2/1,8	1,2/1,8	1,2/1,8
Cord max (cm)	259	270	282	297
Cord min (cm)	43	45	47	49
Canopy weight (kg)	5,2	5,6	6,1	6,8
Certif. take-off weight*(kg)	55-80	75-95	90-110	105-130

* Pilot + ca. 17 kg equipment

CAUTION:

THE TYPE-SHEET IS PRINTED ONTO THE INSIDE OF THE STABILO.DATE AND NAME OF THE PILOT OF THE FIRST FLIGHT HAVE TO BE ENTERED IN PRINTING AT THE WINGTIP

5 ACCELERATION SYSTEM

The skywalk CHILI can be equipped with a foot operated Acceleration System.

CAUTION:

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

The acceleration system is influencing the A-, B- and C-risers. In the normal position all risers lengths are equal: 50.5 cm overall without shackles.

When fully applied, the accelerator is shortening the A-risers about 17 cm, the B-riser about 14 cm and the C-riser about 6.5 cm. The D-riser remains in its original length. That implicates that as well in accelerated flight the canopy remains in an optimum shape. Lengths for sizes XS and S please see riser sheet page 34

Installing the accelerator equipment:

Most commonly used harnesses have pulleys for the acceleration-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 during flight. By straightening the legs, the whole acceleration range can be used.
Prior to flying, the connection hooks of the foot-operated accelerator and the acceleration system have to be connected to each other (Brummel-hooks).
Check that the acceleration line runs freely.

Function:

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

6 HARNESS

The skywalk CHILI 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.
We recommend the skywalk harness CULT. It supports the direct handling of CHILI and increases joy in flying.

CAUTION:

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

7 FLIGHT TECHNIQUES AND CHARACTERISTICS

Pre-Flight Check and maintenance:

It is important to check all paragliding equipment thoroughly before every flight to see if it has any defects.
Also check the paraglider after long flights and after long storag

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 are damaged or perished
- The ribs and crossports from inside

Don´t take-off if you detect any deffects, 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 practise some inflations and try some simple flights at a training site.

This way you are able to get used to your skywalk CHILI.
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 pulley 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, tied or crossed over lines can often not be released or untangled!
The brake-lines are lying directly on the ground are thus prone to being caught during launch.
There shouldn't be any lines beneath the canopy during take-off.
Line-overs can have fatal consequences!

Take-Off

The skywalk CHILI 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 run-up check the laid out glider. Further check the wind direction and the airspace!
Pull rapidly and the canopy of the skywalk CHILI will launch and rise above your head.
The canopy will inflate fast and reliable. 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 take-off produce 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 to practise 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 paraglider inflates a little slower and in strong winds you don't have to deal with the full pressure at once.

Turning

The skywalk CHILI is very manoeuvrable and reacts to steering inputs directly and without delays.
Simple weight shift enables you to fly very wide turns with minimal altitude loss.
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 TOO FAR AND TOO 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 Stering

In case one or both brake lines break you are able to steer and land the skywalk CHILI with the aid of the D-risers.

Active flying

Active flying means flying in harmony with your paraglider.
Anticipate the behaviour of your skywalk CHILI 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.
Even if the pilot doesn't react, the skywalk CHILI will not collapse immediately. However, with active flying you can increase safety.

Examples:

When flying into strong thermals, release brakes.
When flying into falling airstream, pull brakes.
his way you can avoid extensive changes of 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 and too much - danger of stall!
As you know: By active flying you can avoid almost all deformations of the glider in advance.

Accelerated flying

To use the acceleration system you will need to use a little effort.
This can affect the sitting position in the harness.
We therefore 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 acceleration system.
To reach the maximum speed press the acceleration system firmly until both pulleys on the A-risers touch each other.
As soon as you apply the acceleration 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 acceleration system with adequate height above the ground, obstacles and other aircraft.

Avoid flying with too short brake lines.

Accelerated collapses are normally more impulsive and demand fast reactions.

CAUTION:

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 re-open your paraglider.

Landing

The skywalk CHILI can be landed easily.
Make your final approach against the wind and let the glider slow down at its own accord. Reduce the speed further by applying the brakes lightly and evenly.
At about 1m above the ground you increase the angle of attack by slowing down more and 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 carefully.

Avoid turning sharply before your final approach, danger of pendulum effect!

Packing your paraglider

1. Lay out the glider with its top-sail on the ground. Straighten the lines of the corresponding wing sections and put them onto the bottom-sail, avoid folding or creasing the lines. Place the risers parallel in the centre of the wing at the trailing edge.

2. Fold the tips to the middle and fold the sail with a width of 40-50cm from either side. Both folded sections should meet in the centre of the canopy.

3. Push the air towards the leading edge.

4. Fold or roll the canopy 4 or 5 times from the trailing edge towards the leading edge. Packing strap helps to put the glider into the pack bag.

Note: Do not pack your skywalk CHILI too tight, especially around the reinforced areas of the leading edge. This way your paraglider will last a long time!

Winch towing

The skywalk CHILI is very suitable for winch towing.
Make sure you climb from the ground at a flat angle.

> The pilot must have a valid towing license

> The used tow winch has to be authorised

> The winch operator must have a towing license, which includes paragliding

When towing always steer sensitively, do not brake too much because the glider already flies at an increased angle of attack.

Motorised flight

The current certification status for powered flight can be obtained from your dealer, importer or from skywalk.

(state April 06)

8 Descent Techniques

The manual is not meant as a studying book.

Training must be completed according to the regulations in respective countries at a flying school approved by the authorities. The following tips allow you to get the best from your skywalk CHILI.

Spriral dive

The spiral dive is the fastest way to lose altitude.
You can initiate the spiral dive by carefully increasing the pull on one of the brakes and simultaneously weight shift 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 CHILI enters the spiral dive with a high bank angle and flies a fats steep turn. You control the banking and sink rate by controlled pull or release of the inside brake line. Light outside brake can counteract the collapse of the inside wing section during a steep spiral dive.

CAUTION:

HIGH SINK RATE CAUSES HIGH PHYSICAL STRAIN DUE TO THE INCREASING CENTRIFUGAL FORCES AND MAY WORRY THE INEXPERIENCED PILOT.

Tensioning the stomach muscles during the spiral dive can help.
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 height above ground.

To avoid a strong surge when exiting the spiral dive you have to release the inside brake whilst applying the outer brake slightly.

The CHILI is a High performance DHV 1-2 glider! If, under unfavourable conditions, the glider whould continue to turn, you must actively end the spiral spin by shifting pilot weight to the outer side of the spin, and firmly increasing brake pressure on that side.

Braking on both sides of the glider also will end the spiral spin; the termination will then be followed by a pendular motion, which will have to be compensated by braking.

Warning: brake pressure is a little higher than during normal flight!

B-Line stall

The B-lines are pulled down symmetrically (20cm).
Keep the brake handles in the respective hand.

The airflow on top of the profile largely detaches and the paraglider descents 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.

You must exit the B-line stall immediately if the canopy starts to form a forward facing semi-circle. If the wing doesn't re-open you may speed up the opening process by gently braking.

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.

Initiation

The brakes remain in the hand. The pilot is grabbing the second, rear A-line as high as possible above the shackle (depends on how big the ears should become) Now the pilot is pulling the outer A-line in a circle movement down and inwards. The hands should arrive again at the level of riser, appr. height of the chin. Would one stretch the arms sidewards, the wing would be automatically decelerated and the flight with big ears would get unstable, the ears want to reopen while decelerating. While the outer wing tip is folded in, the skywalk CHILI remains in stable sinking.

- 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 DESCENDING TECHNIQUES SHOULD BE TRAINED IN CALM AIR AND WITH SUFFICIENT ALTITUDE BEFORE USING THEM IN EMERGENCY SITUATIONS AND IN TURBULENT AIR.

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 Manoeuvres

Attention: All extreme flight manoeuvres stress the material exceedingly! A lower durability is the result.

Asymetric tuck

In strong turbulence, the canopy may collapse.
The skywalk CHILI will re-open automatically even after bigger collapses within a turn of 180°. The turning towards the collapsed wing section can be minimised by braking on the remaining open side of the canopy.

In case of a big collapse you will have to use small brake movements in order to avoid a stall. In case the canopy still doesn't recover you can accelerate 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 CHILI.
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 careful counter-braking.
Without immediate intervention of the pilot 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 stabilo-lines (tip-lines)
- In case none of these manoeuvres have any success you can try to unfold the paraglider by performing a Full Stall. Only experienced pilots, with a lot of flight experience should attempt this manoeuvre. Make sure you have enough altitude to recover the Full Stall in time

CAUTION:

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

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. Light braking will reduce the forward surge and will help to speed up the opening of the canopy.
The skywalk CHILI will normally recover from a Front Tuck automatically and without pilot input.

CAUTION:

DON`T OVERBREAK!

The parachutal stall

The paraglider has no forward speed and a much increased descent rate

The Parachutal Stall may follow a too passively released B-line Stall. Porous canopy fabric (excessive UV-degradation) or frequent, strong towing (stretched A-lines) results in an increased risk of a Parachutal Stall.

The pilot can recover from the Parachutal Stall by slightly pushing the A-risers forward at the mallions or by using the accelerator.

The skywalk CHILI usually 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 take a wrap on both brake handles and pull strongly and symmetrically 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 above your head.

In a Full Stall the skywalk CHILI flies backwards and always forms a forward facing semi-circle.

In order to exit a Full Stall the pilot will have to release the brakes slowly and symmetrically. (Recovery time >= 1 sec). The glider opens and surges forward to pick up speed. Brake gently to dampen the forward surge of the skywalk CHILI and to counteract a possible Front Tuck.

CAUTION:

IN CASE THE FULL STALL IS RELEASED TOO EARLY, TOO FAST OR WITH THE WRONG TECHNIQUE THE CANOPY MAY SHOOT FORWARDS A VERY LONG WAY!

Negative spins

A paraglider spins backwards if the airflow disconnects over one half of the wing caused by the inside wing turning in the opposite direction of flight.

There are two reasons for the Negative Spin:

> One brake is pulled to far and too hard (e.g. when entering a spiral dive)

> One brake is pulled too hard when flying slow (e.g. in thermal flying).

The skywalk CHILI usually re-enters normal flight immediately after the brake is released without any great loss of height.
Simply release the excessively induced brake until the airflow re-connects to the inside wing.

After a long lasting spin it is possible that when releasing the brake the canopy might shoot forward and collapse.

Cross-braced harnesses that are too narrow increase the tendency to spin on most paragliders.

Wingover

Alternating left/right turns lead to an increased banking of the canopy.
The load on the outside wing tip to a minimum (the tip starts to feel light). Further turns and higher banking is not recommended at this stage as the canopy might collapse on the inside wing section.

CAUTION:

FULL STALL, NEGATIV SPIN AND WINGOVERS (ABOVE 90°) ARE ILLEGAL ACROBATIC FLIGHT MANOEUVRES AND ARE NOT PERMITTED IN REGULAR AIR TRAFFIC.WRONG OR EXCESSIVE STEERING IN THESE SITUATIONS MAY HAVE FATAL CONSEQUENCES INDEPENDENT OF THE TYPE OF PARAGLIDER USED!

10 MATERIALS

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

Cloth

Since the start of 2005, after more than a year of trials and countless tests, we have started using a very robust nylon cloth from Porcher Marine for the top of the leading edge area. This cloth is slightly heavier than the previously used type, but with that, the durability is extraordinarily good. Our philosophy is to choose a cloth depending on requirements, and therefore for the bottom and upper rear sail we use the proven 9017, also from Porcher. The low weight and excellent tear-resistance predestine this cloth for this area.

Lines

LIROS has been a leading producer of paraglider lines for a long time. We have picked a proven Tecnora line for the main lines. Reasons are the limited stretching at small diameters, good breaking resistance and restorability.

Top and brake lines	DSL 70/PPSL 120
A, B and C-main lines	TSL 280
CIII, D and stabile main lines	NTSL 160
Main brake lines	DFL 200

Risers

The risers are manufactured from 20mm Polyester webbing by Güth and Wolf.
Stretch values, strength and stability of this material is amongst the leading positions of all webbing products currently on the market.

11 MAINTENANCE

With proper maintenance, your skywalk CHILI will be in an airworthy condition for several years. A well looked after paraglider lasts at least twice as many flying hours as one which is packed in its bag without care after being used.
Always remember: Your life depends on your paraglider!

Storage

Store your paraglider in a dry location, protected from light and away from chemicals! Damp 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 CHILI 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 inflammable products.

Repair

All repairs must be carried out by the manufacturer or by an authorised skywalk service centre.

Wear

The skywalk CHILI 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 lines of the skywalk CHILI consist of a Technora- or Dyneema-core and a Polyester-cover. Avoid heavy loads on single lines, as excessive stretch may be irreversible.
Repeated folding of lines at the same spot reduces their strength.
Every visual damage of a line even if it is only the line coating requires a replacement.
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 defect 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 informations:

- When unfolding the paraglider ensure that neither the canopy nor the lines become too dirty as dirt particles in the fibres can damage the material and shorten lines.
- If the lines get tangled on the ground they may be over-stretched or break during take-off.
- 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!
- A line plan is attached to this manual or can be ordered from the manufacturer or local distributor.

12 2-YEAR-CHECK

According to DHV regulations your glider will have to undergo a maintenance check after 24 months.
According to these regulations the 2-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 CHILI DHV-certificate and all warranty and liability claims.
We recommend not to do this check yourself. Without the proper instruments and specific knowledge the check will be insufficient.
The airworthiness can't be guaranteed.

Changes to the paraglider:
Your skywalk CHILI is manufactured within the regulated parameters of tolerance. These parameters are very narrow and mustn't be altered under any circumstance. Only this way the optimum balance between performance, handling and safety can be guaranteed!
Unauthorised changes cause an immediate expiration of the operating license!

Any liability claim towards the manufacturer and its dealer is excluded!

13 CERTIFICATION

The many certification tests are the last hurdle in the development of a skywalk paraglider. The certifying 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.
These provoked extreme-flight-manoeuvres during the certification process should thus not be overrated.

14 CONCLUSION

The skywalk CHILI is at the pinnacle of paraglider development.
The following described line plans of the skywalk CHILI only illustrate the line configuration.Plans with the actual measurements of the lines for each sized glider are available at paragliding schools, the distributor or directly from skywalk.

This glider will provide you with plenty of fun over many years, as long as you treat and maintain it in a responsible way.
Respect for the requirements and potential hazards of our sport are essential for save and successful flying. Even the safest paraglider may crash in case of pilot error or meteorological miscalculations.
Remember that aviation sports are potentially hazardous and that you are responsible for your own safety.

In the interest of our sport we advise you to fly cautiously and in accordance with air law and local rules and regulations

Pilots fly at their own risk!

.. not your first wing but the wing of your first choice!

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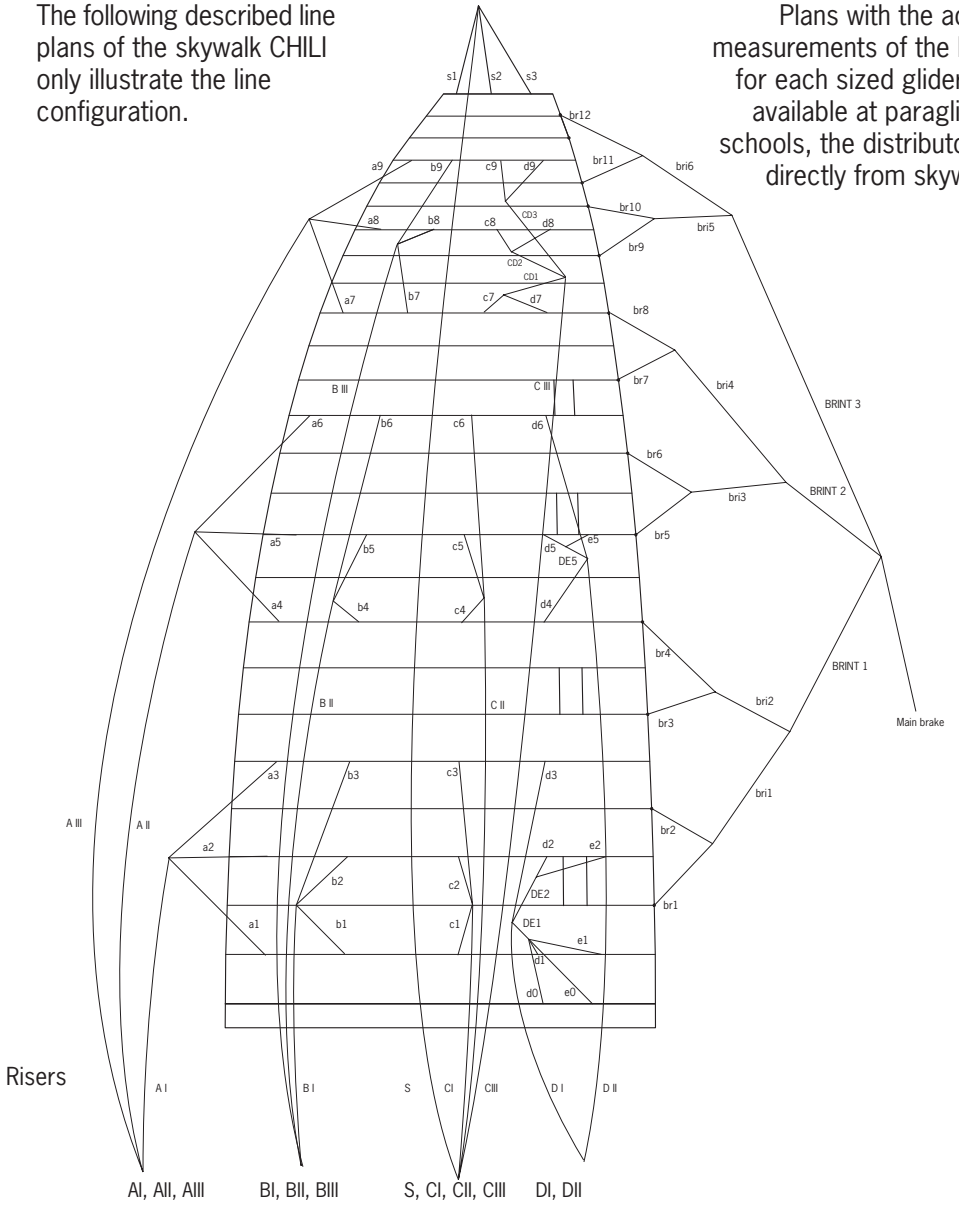
info@skywalk.info

15 LINE PLAN

The following described line plans of the skywalk CHILI only illustrate the line configuration.

Plans with the actual measurements of the lines for each sized glider are available at paragliding schools, the distributor or directly from skywalk.



16 TEST PROTOCOLS 1

Test Protocol		Date:
Customer, Name:		
Adress:		Phone:
Glider: CHILI	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:	+ –		
Lenght 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 plaque?	+ –		
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:

16 TEST PROTOCOLS 2

Test Protocol		Date:
Customer, Name:		
Adress:		Phone:
Glider: CHILI	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:	+ –		
Lenght 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 plaque?	+ –		
Identification plate?	+ –		

Condition:

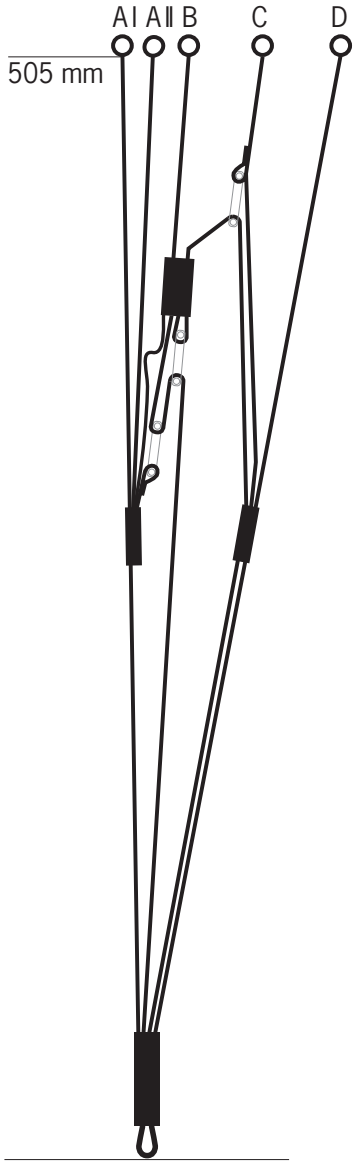
- ☐ New
- ☐ Very good condition
- ☐ Good condition
- ☐ Well used
- ☐ Heavily used, but within gütesiegel standards, frequent checks required
- ☐ No longer airworthy, outside of the limit values.

Repairs made?

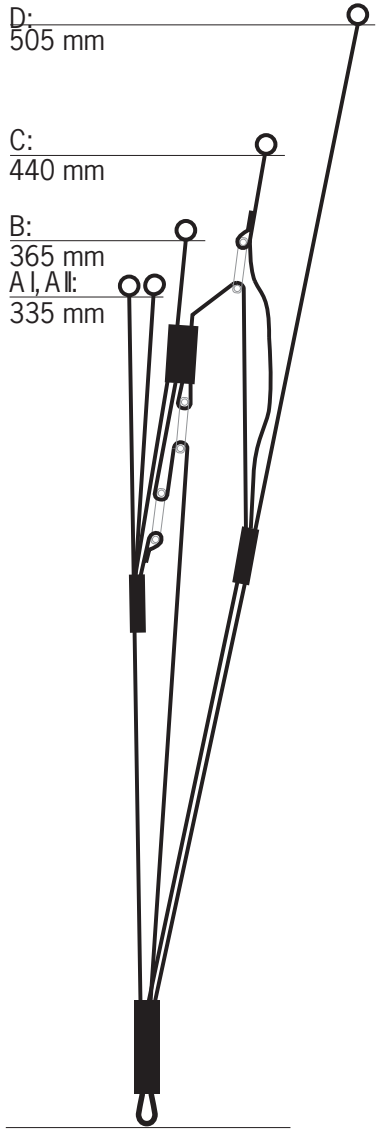
Signature of tester:	Date:
Name of tester:	Firm stamp:

17 RISER

CHILI, size M, L



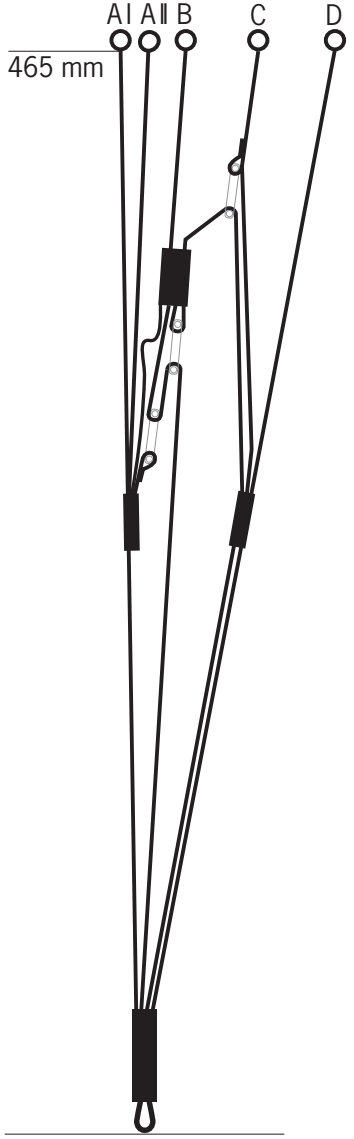
Trimspeed



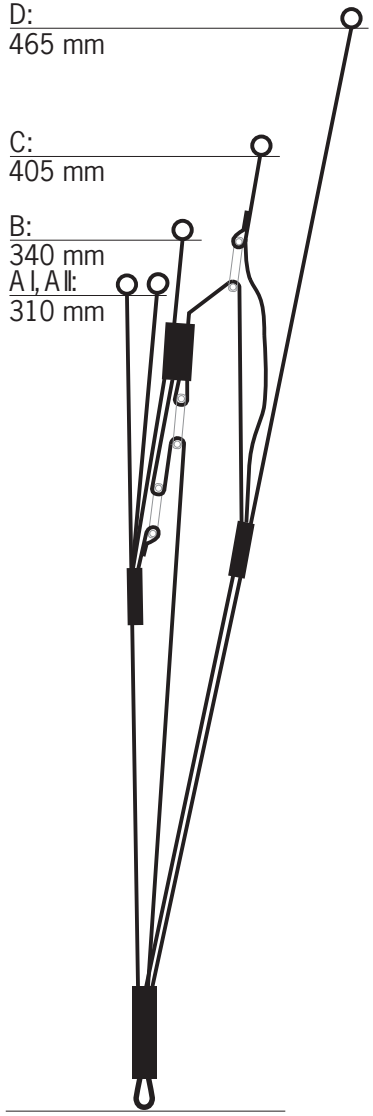
Accelerated

RISER

CHILI, size XS, S



Trimspeed



Accelerated