



PRO GUIDE

/ ARAK AIR2

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1 INTRODUCTION

Welcome to skywalk!

Congratulations on the purchase of your new ARAK AIR2 and thank you for your trust in us and in our products. In this manual you will find product-specific information that will help you quickly get to know your new paraglider to ensure your fun for a long time. General information about the most important safety-relevant points for handling your paraglider can be found in the attached „BASIC GUIDE“.

We are always open for questions, comments or critique and are happy to provide you at any time with further information!

Your skywalk Team
PURE PASSION FOR FLYING

Edition 1.0/03_25
The latest version of the manual can be found on
www.skywalk.info

2 DESCRIPTION

With the ARAK AIR2, we combine the versatility of the Intermediate class with the high-tech construction of our X-ALPS wings! This unique combination makes it the perfect companion for pilots who want to minimize their gear, fly in true X-Alps style, and still appreciate the passive safety of an intermediate wing.

PILOT REQUIREMENTS

Thanks to its forgiving flight characteristics and high performance, the ARAK AIR2 is suitable for a wide range of pilots – from progressing pilots stepping up from the A-class to ambitious thermal and XC pilots. The ultralight construction requires careful handling to ensure the longevity of the material.

SCOPE OF DELIVERY

The ARAK AIR2 comes standard with inner bag, compression strap, riser bag and "BASIC GUIDE".



3 TECHNICAL DATA

Size

	70+	80+	95+	105+	115+
Cell number	49	49	49	49	49
Area flat (m ²)	20,33	22,44	24,84	26,40	28,14
Wingspan flat (m)	10,40	10,93	11,50	11,85	12,24
Aspect ratio flat	5,35	5,35	5,35	5,35	5,35
Area projected (m ²)	17,41	19,22	21,28	22,61	24,10
Wingspan projected (m)	8,21	8,62	9,07	9,35	9,66
Aspect ratio projected	3,96	3,96	3,96	3,96	3,96
min. profile depth (cm)	75	79	81	84	86
max. profile depth (cm)	241	253	267	275	284
Middle line length without risers (m)	6,54	6,87	7,23	7,46	7,70
Line consumption (m)	235	247	260	269	278
Weight (kg)	2,90	3,05	3,30	3,45	3,60
Take-off weight, certified from-to (kg)	55-75	60-85	75-100	85-110	95-120
Take-off weight, recommended from-to (kg)	55-70	60-80	75-95	85-105	95-115
Winch certified	yes	yes	yes	yes	yes
JET FLAP Technology	yes	yes	yes	yes	yes
Paramotor homologation	no	no	no	no	no
Accelerator	yes	yes	yes	yes	yes
Maximum speed bar travel (mm)	150	150	170	170	170
Brake line travel max. (cm)	57	59	62	65	68
Trimmers	no	no	no	no	no
Number of seats	1	1	1	1	1

4 LINE SYSTEM

The layout of the suspension points is designed for optimal load distribution and a long lifespan. With all considerations and calculations however, our focus is always on safety. The mix of materials used on the lines of the ARAK AIR2 is an ideal combination of durability, low stretch and low drag.

The skywalk ARAK AIR2 has 3 A-, 3 B-, 3 C-, and 1 stabilo line. The main-stabilo is connected with the B-riser. The brake lines are not load-bearing and lead from the trailing edge over the main brake lines through the brake pulleys on the C-risers to the brake handles. A marking on the main brake line indicates the position of the handle attachment.

This setting should not be lengthened, for example, to provide more brake travel in extreme flight situations or during landing, nor shortened such that the glider is flown constantly with some brake on.

To provide a better overview and to make sorting easier, the lines have different colors:

- the A-main lines and the A-risers are red.
- the B-main lines are yellow.
- the C-main lines are blue.
- the main stabilo line is orange.
- the brake lines are orange.

The lines are attached with loops to oval shackles and secured with plastic inserts.

The skywalk ARAK AIR2 has 3 risers per side:

- the A-lines lead to the A-riser.
- the B-lines as well as the stabilo lines lead to the B-riser.
- the C-lines lead to the C-riser.

5 ACCELERATION SYSTEM

The skywalk ARAK AIR2 can be equipped with a foot-operated acceleration system. The acceleration system effects the A- and B-risers. Exact lengths of the accelerated risers can be found on page 12.

SPEED CONTROL

The system allows the pilot to even out turbulence, speed and pitch while flying on speedbar without having to release the speed bar. A strap connects the C-riser to the pulley on the B-riser. To use the SPEED CONTROL, grab the C-riser above the strap and pull the riser downward. Only pull so far that the line shackles on the rear riser don't drop below the line shackles on the A-riser.

A schematic drawing of the risers as well as the functionality of the SPEED CONTROL can be found on page 12.

Any other adjustable, removable or variable devices are not available.



WHEN FLYING AT TRIM SPEED, THE SPEED CONTROL SHOULD ONLY BE USED FOR STEERING THE GLIDER IN CASE OF EMERGENCY. MAKE SURE THAT THE C-RISER IS NOT PULLED DOWN INDIVIDUALLY, IT IS ESSENTIAL THAT THE ENTIRE SYSTEM IS ACTUATED.

6 FLIGHT TECHNIQUES AND CHARACTERISTICS

WINCHTOWING

The skywalk ARAK AIR2 is suited for winch towing. Make sure that you only use certified winches and that you climb from the ground at a flat angle.

The pilot must have had proper towing instruction and must ensure that the winch operator has had proper training that includes paragliders. When launching on a winch, always fly with a lot of feeling and don't brake too much as your glider will already have an increased angle of attack. We recommend the use of a towing adapter.

FLYING WITH A MOTOR

Currently, the ARAK AIR2 has no certification for flying with a motor. You can find out the current status of motor certification at any dealer or importer, or by asking skywalk directly.

You can find further information on practices and characteristics of flying in the enclosed „BASIC GUIDE“.

7 DESCENT TECHNIQUES

BIG EARS

In contrast to the spiral dive, with big ears your forward speed is higher than your sink speed. This descent method is used to quickly leave dangerous areas in a desired horizontal direction. The danger of canopy disturbances in turbulent air is greatly reduced with big ears. Proceed as follows (according to DHV teaching instructions):

- Step on the speed bar half-way, grab the outer A-lines above the line shackles with your palms facing outward and pull the lines down.
- Now press the speed bar all the way. Keep the brake handles and the outer A-lines in your hands during the maneuver.
- Check the symmetry of the collapsed glider.
- To recover, release the A-lines. The glider usually will reinflate by itself.
- As soon as the glider is fully open, release the speed bar.
- To speed up reflation, pull lightly on the brakes. Another proven technique is to first re-inflate one side of the glider, then the other. This can reduce the risk of a stall.

Examples:

- If the pilot is surprised near a summit with little ground clearance by strong wind or a thundercloud, neither a B-stall nor a spiral dive can help.
- If the pilot is stuck in very strong lift, it is advisable to exit the lift band with the use of big ears and to find sinking air in which to lose altitude.

B-LINE STALL

The B-lines are pulled down symmetrically 15-20cm. Keep the brake handles in the respective hands. The airflow on top of the profile largely detaches and the paraglider descends without flying forward. Pulling hard on the B-risers allows you to decrease the area of the wing and increase your sink rate, but this also increases the risk of the wing forming a rosette to the front. If this happens, recovery from the B-stall immediately! 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 can find further information about descent techniques in the enclosed "BASIC GUIDE".

8 MATERIALS

The skywalk ARAK AIR2 is manufactured from the highest quality materials. skywalk has selected the best possible combination of materials with regard to resilience, weight and longevity. We are aware that the durability of the glider is a deciding factor in the pilot's satisfaction.

The ultralight construction requires a certain level of care in handling. Spare parts can be obtained from skywalk.

WINGS AND RIBS

Upper sail: Dominico TX-Light / 10D
 Lower sail: Dominico 10D
 Ribs: Porcher Skytex 27 hard

LINES

A, B, C Main lines: Liros PPSLS 180, PPSL 120
 A, B, C Middle lines: Liros PPSL 120, PPSLS 65, DC 60
 A, B, C, D Top lines: Liros DC 60
 Brake lines: Liros DFLP 200/32, PPSL 120, PPSLS 65

RISERS

Cousin Freres 7mm

PULLEYS

Ronstan ball bearing

SHACKLES

Jootech oval

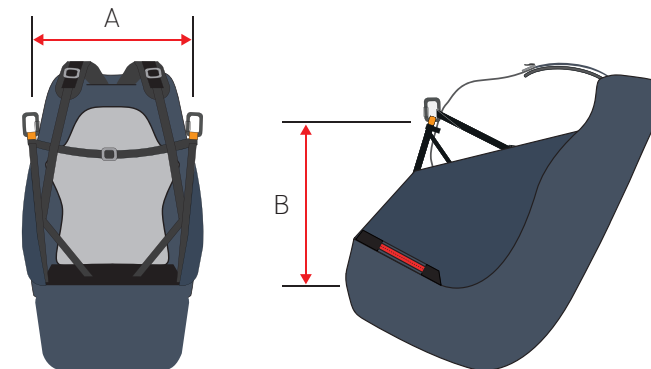
9 HOMOLOGATION

The ARAK AIR2 is certified to LTF and EN926-1, EN926-2 in the category B. The ARAK AIR2 is defined as a lightweight sport aircraft with an empty weight of less than 120kg in the paraglider category. The many homologation tests are the last hurdle in the development of a skywalk paraglider. The homologation test flights only take place when the test team is completely happy with the glider development.

We remark that the certification results will differ during flight in thermals or turbulent air. The homologation informs solely regarding the paraglider performance during extreme-flight-maneuvers performed in stable air conditions. These extreme-flight-maneuvers during the homologation process should thus not be over-valued.

Remember that certification maneuvers were carried out with a harness in the group GH with a carabiner distance (middle to middle) of 40-48 cm. If another harness is used, the glider may display flight characteristics that differ from those in the description.

HARNESS MEASUREMENTS DURING THE TEST FLIGHTS



Width of harness attachment points

Height of harness attachment points

Total weight in flight (kg)	< 80	80-100	> 100
Width (cm-measurement ‚A‘)	40 ± 2	44 ± 2	48 ± 2
Height (cm-measurement ‚B‘)	40 ± 1	42 ± 1	44 ± 1

10 CLOSING WORDS

The skywalk ARAK AIR2 is at the pinnacle of paraglider development in the market for ultralight intermediate gliders and shows what is possible regarding performance, safety and innovation.

It cost us a lot of time to develop this glider, but it was also a lot of fun. In this development we recognize the challenge of making the right product for every area and individual taste. We are pleased if you notice this during your first flight and if you feel a certain unity with your glider from the very beginning. The ARAK AIR2 will provide you with plenty of joy over many years if you treat it and care for it properly. Respect for the demands and dangers of our sport are essential for successful and beautiful flights.

Even the safest paraglider can be dangerous due to misjudgments of meteorological conditions or pilot error. Always remember that flying sports are potentially risky and that you are responsible for your own safety. We advise you to fly carefully and to respect laws in the interest of our sport, because every pilot always flies at his or her own risk!

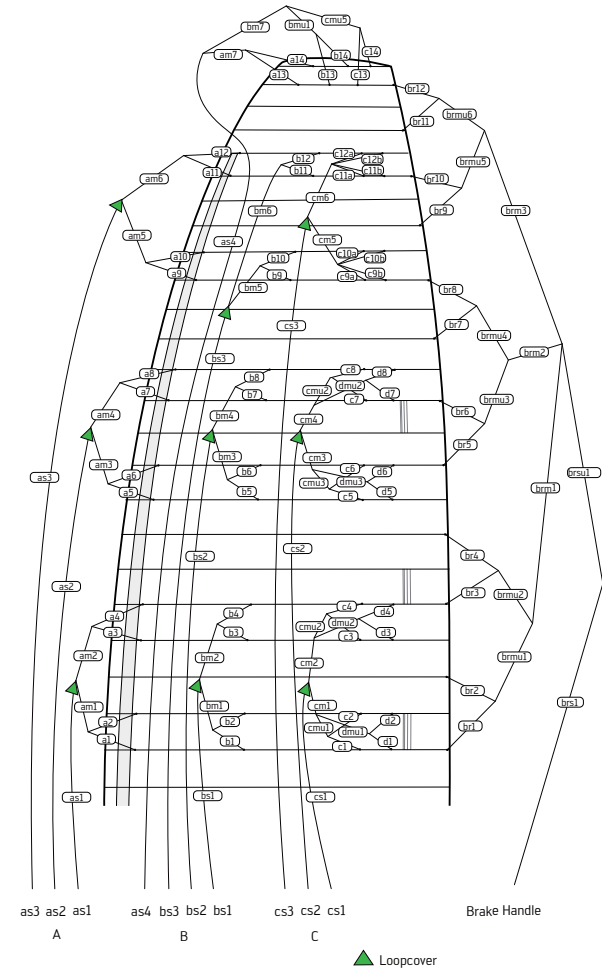
WE WISH YOU A LOT OF FUN WITH YOUR NEW GLIDER AND ALWAYS HAPPY LANDINGS!!

Your skywalk Team



11 LINE SCHEMATIC

This line schematic is only for illustration purposes.



12 LINE LENGTH

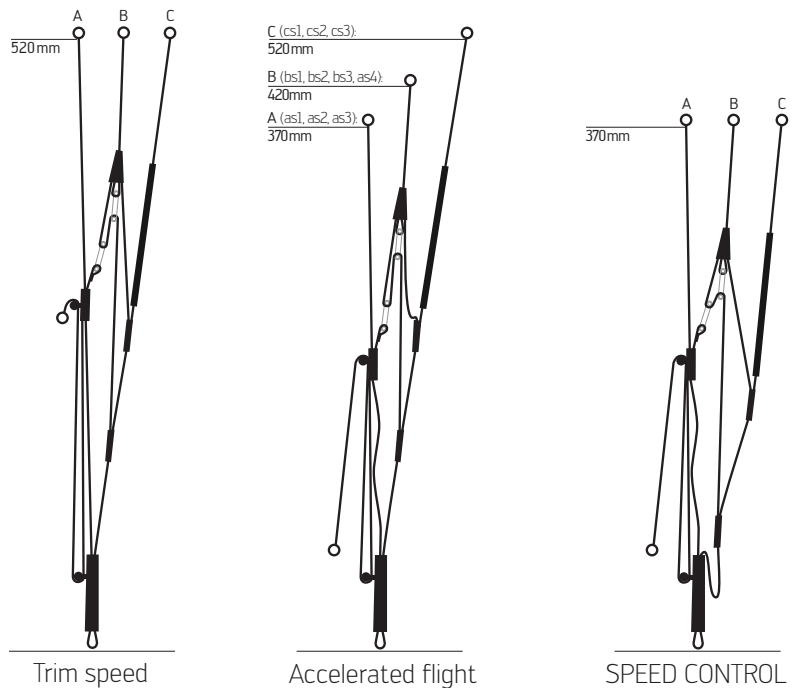
The total line length has to be measured under a tension of 50N. The difference between the measured length and the original length should not exceed $\pm 10\text{mm}$. Compliance of the test sample's suspension lines, brake lines and risers were checked by the testing laboratory after the test flights were completed.

Total line length and single line length ARAK AIR2 size 70+, 80+, 95+, 105+, 115+ www.skywalk.info

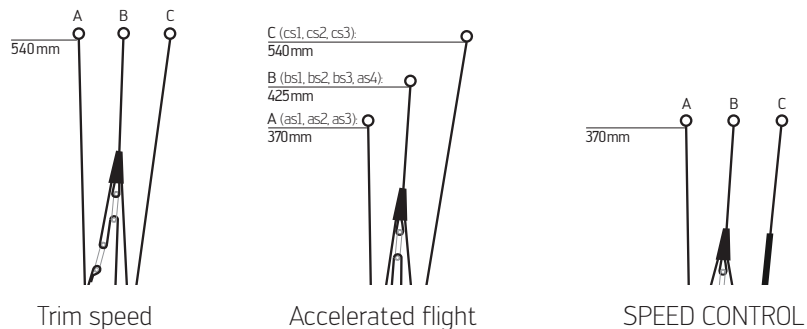
13 RISERS

The difference between the measured riser lengths and the original riser lengths should not exceed ± 5 mm.

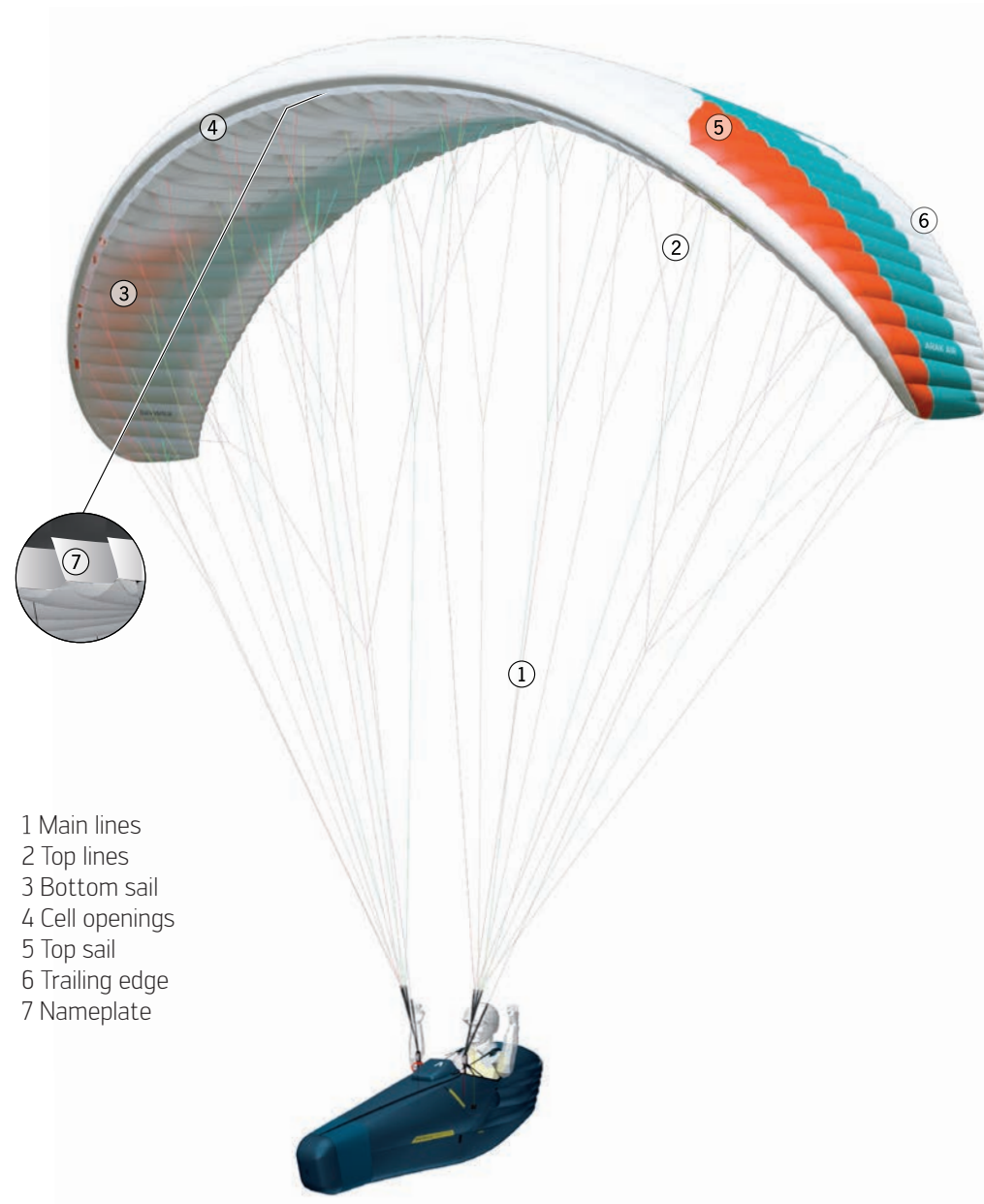
ARAK AIR2, size 70+ and 80+:



ARAK AIR2, size 95+, 105+ and 115+:



14 OVERVIEW GLIDER



15 TEST PROTOCOL			Date:
Customer, Name:			
Adress:		Phone:	
Glider:	Size:	Serial number:	
Type certificate number:		Date of last check:	
Date of first flight:		Year of construction:	

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

Examinations of the lines:			
Firmness of main lines: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> daN			
	Results [+/-]:	Description of failure:	Suggested repairs:
Visual check of trimming:	<input type="checkbox"/> + <input type="checkbox"/> -		
Checkflight necessary?	<input type="checkbox"/> + <input type="checkbox"/> -		
Type certificate patch?	<input type="checkbox"/> + <input type="checkbox"/> -		
Identification plate?	<input type="checkbox"/> + <input type="checkbox"/> -		
Condition:	<input type="checkbox"/> New <input type="checkbox"/> Very good condition <input type="checkbox"/> Good condition <input type="checkbox"/> Well used <input type="checkbox"/> Heavily used, but within homologation standards, frequent checks required <input type="checkbox"/> No longer airworthy, outside of the limit values.		
Repairs made?:			
Signature of tester:		Date:	
Name of tester:		Firm stamp:	

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