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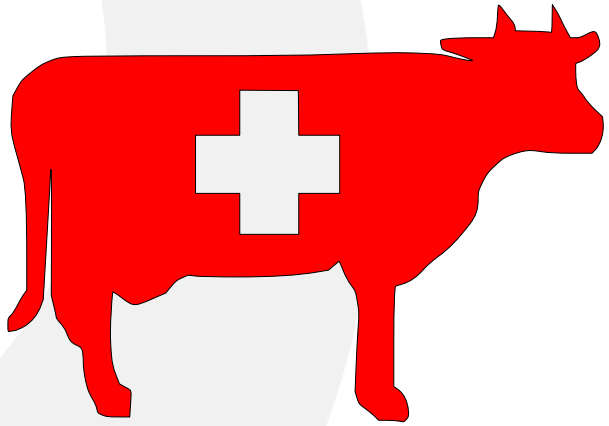
TAYO!

POYA



Pilot Manual

Quick Content

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You have purchased a paraglider from FLYFAT.CH and we would like to say thank you for your confidence !

The manufacturere and representative of your new glider at CEN tests ;

FLYFAT SàRL,
Rte de Forel 34,
CH-1091 Grandvaux

Before flying with your POYA, POYA H2, TAYO or TAYO H2 for the first time, it is very important that you carefully read this pilot manual.

If you sell back your POYA, POYA H2, TAYO or TAYO H2, make sure to transmit this pilot manual to the future owner !

Content

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EN

Warnings

Paragliding – as other air sports – is potentially dangerous and generates risks of crash with consequences of serious or lethal injuries. As the owner of this FLYFAT.CH wing, you will assume all the risks implied within its use. Unappropriated use, or a bad maintenance of your material increase those risks.

Any liability claims resulting from use of this product towards the manufacturer, distributor, or dealers are excluded.

As a responsible pilot, you assume those risks and make sure to be well prepared in order to avoid them. Learning basic and advanced techniques with competent schools, making sure to proceed with a preflight inspection before each flight, knowing current weather situation and its evolution, regularly practice ground handling exercises, etc., are strengths regarding the safety.

One of the main reason of accidents in paragliding is due to a poor control of the wing during inflation and take-off. So it is warmly recommended to practice ground handling as much as you can.

Make sure to fly certified equipment and respect the weight ranges. Your harness should be equipped with a back protector and a rescue system. Your material must not be modified and has to be in good condition and regularly checked up.

Before each take-off, a preflight inspection of all your material is essential. Never try to fly with damaged or unsuitable equipment, or equipment whose level required is higher than yours.

Make sure to always use your paraglider with a helmet, gloves and appropriate shoes.

Absolutely avoid flying under the rain, snow, in strong wind, in turbulent conditions or near the clouds.

Each pilot has to have the minimal level of training, experience, and the license required in his country. Furthermore a third party insurance is required.

Make sure before each flight that the combination of equipment, experience, weather conditions, physical and mental state is coherent!

Before a flight, if in doubt, consider to not fly. Generally pace yourself significant safety margins.

Respect and humility are values that a pilot learns with time. They allow to live many and happy years paragliding.

Make sure to use good and safe judgments regarding this air sport. Have FUN while flying, also while having ground handling sessions.

Your wing

The paraglider you have chosen is declined in four types, regarding its origin of production, but also the materials used, therefore its weight.

POYA ! The swiss made paragliders

POYA ! & POYA H2, the light version ! These wings are produced at MCC AVIATION, in Grandvaux, as a limited edition.

Rucksack and brake handles are designed and produced by our swiss german partner ; FLUGSAU.

The names of the wings produced in Czeck Republic ;

TAYO ! & TAYO H2, the light version. We are confident in our partner SKY PARAGLIDERS for the production of our wings. Selected brake handles at SKY PARAGLIDERS are pleasant and practical.

TAYO ! & POYA ! Back to basics

A wing that is perfectly suited for leisure flights and travel. The structure in 29 cells allows to obtain a light wing, easy to prepare and pack. With a relatively small size canopy, you will even find a place on narrow take-off. With ski or snowboard, its maneuverability will be a strength! The high lift ratio profile provides a relatively quick support of the pilot during the take-off.

TAYO H2 & POYA H2 - The light wing

The same wing as the TAYO or the POYA, but with lighter fabrics. These wings was also imagined with this "back to basics" spirit, a concept designed to walk in the mountains and fly.

Your POYA, POYA H2, TAYO or TAYO H2 is also suited to fly in thermals. The efficiency obtained is quite impressive.

The brakes

The brakes are preset and checked in factory.

If that tuning does not suit you and you decide to change it, beware of the following points :

- ✔ The clearance - between the starting point of your action on brake and the first observed action on any point on trailing edge - must be minimum 10 cm when trims are closed. At trim speed flight, we can observe that brakes are slack and show a large lobed arc.
- ✔ Make sure both sides are perfectly symmetric.
- ✔ Make sure the base line slides correctly trough the pulley.
- ✔ Make sure you correctly reproduced the main knots.

In doubt, ask a specialized and competent workshop, your monitor or your dealer.

Performances and brake range

Trim speed of your POYA, POYA H2, TAYO or TAYO H2 offers best performances. Trim speed is at about 39 km/h. When trims are open, the full speed is about 44 km/h.

Minimum sink rate will be obtained by pulling down the brakes at about 15%. Beyond 30% the aerodynamic efficiency, and so the performances will decrease substantially and the effort on brake lines improve quickly.

A discernible hard point announce the stall point which is also the maximum brake range (100% of brakes action).

In normal flight conditions, the brake range which offers maximum safety and maximum efficiency, is situated between trim speed and a third of the brake range.

The risers
Designed long, reliable and light, they allow an easy setting of the lines as well as a good grip for launch.

While launching with ski or a snowboard, you will appreciate their length. They enable you to keep an enjoyable distance, in order to avoid the lines hang on your ski or snowboard bindings. You might be surprised by that length when doing "ears" for first time.

Your POYA, POYA H2, TAYO or TAYO H2 was designed to be easy and simple for take-off. Therefore we opted for a 3 branches riser (4 lines on the wing) with a trims system.

The trims
Your POYA, POYA H2, TAYO or TAYO H2 is equipped with a speed system by trims.

It is a technology composed of two interlocking rings that is inspired by mountaineering technologies.

The trims range is 6 cm. It gives a nice and straightforward acceleration to your POYA, POYA H2, TAYO or TAYO H2.

This system is light and practical. However, when your glider is not entirely under charge or not homogeneously, it is probable that one or both trims may slide and open themselves. This could be the case during a launch where you have to run without a real pressure on wing, or during some radical maneuvers.

So check the position and make sure they are symmetric. Your POYA, POYA H2, TAYO or TAYO H2 has been certified with open and closed trims.

When trims are open, it is possible to observe a vibration on lower panels at leading edge. This is a result of compromise, but will not diminish the behaviors of your POYA, POYA H2, TAYO or TAYO H2.

The harness tuning
The optimal flight position is sitting with the back slightly abaft. This comfort setting is obtained with the different straps of your harness. The front strap (ventral) has a direct influence on piloting.

During the certification tests, the pilots have used the settings according to the following table :

Tableau 49 — Poids total en vol

PTV (poids total en vol)	< 80 kg	80 kg - 100 kg	> 100 kg
Largeur (mesure A de la Figure 5)	(40 ± 2) cm	(44 ± 2) cm	(48 ± 2) cm
Hauteur (mesure B de la Figure 6)	(40 ± 1) cm	(42 ± 1) cm	(44 ± 1) cm

In this table taken from document CEN 926-2; the first line shows the total weights in flight "PTV". The second line concerns the width "largeur". It corresponds to the distance between the top of the carabiners. So it is adjustable with your front strap. And the third line is about the height "hauteur". It corresponds to the distance between the plate and the bottom of the carabiners (preset from factory).

In brief, we advice you to opt for the following setting:

XS & S : 42 cm if Take-off weight is less than 80 kg, and 44 cm from 80 kg.
M : 44 cm
L : 46 cm

A front or ventral strap that is tighter, increases the risk of twists. A front or ventral strap that is more loose will deteriorate the behavior of the wing after an asymmetric collapse. Note that not respecting those dimensions implies to fly a not certified wing!

Total weight in flight

Your POYA, POYA H2, TAYO or TAYO H2 has been certified in a given weight range. We advice to fly in middle-high level of the range.

Generally, the fact of not respecting the weight range implies to fly a not certified wing!

It is strongly not recommended to fly below the weight range, especially in windy conditions. And it is better to be very careful and vigilant in such conditions.

Indeed, the high lift ratio profile of this wing makes the pilot be taken in charge very quickly. However, it penetrates with less efficiency into moderate to strong face wind.

Your POYA, POYA H2, TAYO or TAYO H2 has obtained a "CEN C" certification during flight procedure.

Nevertheless, during tests at minimal weights, the POYA, POYA H2, TAYO or TAYO H2 has obtained a "CEN B" certification.

Recommendations on the levels of pilot skills

The POYA, POYA H2, TAYO and TAYO H2 are "CEN C" or "CEN B" depending on the total weight in flight.

Therefore these wings are destined to pilots who accomplished their training with a competent school and have some practical experience. In order to fly safely with these wings, it is highly recommended to have a level of pilot skills situated in category "CEN C" as described in the following table (issued on CEN 926-2).

Indeed the size of these wings can generate strong and fast reactions and require an active piloting. The relatively moderate brake range requires some precision.

Description of the paraglider classes (Wednesday, 24 October 2007)

Class	Description of flight characteristics	Description of pilot skills required
A	Paragliders with maximum passive safety and extremely forgiving flying characteristics. Gliders with good resistance to departures from normal flight.	Designed for all pilots including pilots under all levels of training.
B	Paragliders with good passive safety and forgiving flying characteristics. Gliders with some resistance to departures from normal flight.	Designed for all pilots including pilots under all levels of training.
C	Paragliders with moderate passive safety and with potentially dynamic reactions to turbulence and pilot errors. Recovery to normal flight may require precise pilot input.	Designed for pilots familiar with recovery techniques, who fly "actively" and regularly, and understand the implications of flying a glider with reduced passive safety.
D	Paragliders with demanding flying characteristics and potentially violent reactions to turbulence and pilot errors. Recovery to normal flight requires precise pilot input.	Designed for pilots well practised in recovery techniques, who fly very actively, have significant experience of flying in turbulent conditions, and who accept the implications of flying such a wing.

The development team at FLYFAT.CH warmly recommends pilots to practice regularly ground handling. It is a simple and playful way to maintain a good feeling of ones wing.

It is during take-off and landing that risks of accident are the highest. While practicing ground handling intensively and regularly, the pilot learns to master his wing on the different phases of take-off. He also has better knowledge of the reactions of his wing and will be more ready to anticipate these one during the flight.

Results are more fun, more performances, more confidence in oneself and ones wing.

Generally it is needful to be trained seriously with a competent paragliding school. A good level of meteorological knowledge is also primordial to be safe when paragliding.

The aces, a certain advantage for the pilot
Equipment, Terrain, Weather and Pilot are the four interdependent ingredients for an optimal risk management in paragliding. If you are not sure of one of these factors before launch, make sure to fully reevaluate the situation and, if needed, to just give up on that flight. "It is better to regret being on the ground than to regret being in the air." An old pilots' quote.

Dimensions, illustrations and characteristics

Please find the dimensions, illustrations and characteristics of your POYA, POYA H2, TAYO or TAYO H2 on following pages.

You will find the lines length documents joint to this manual, also available for download on our website or on demand.

Specifications

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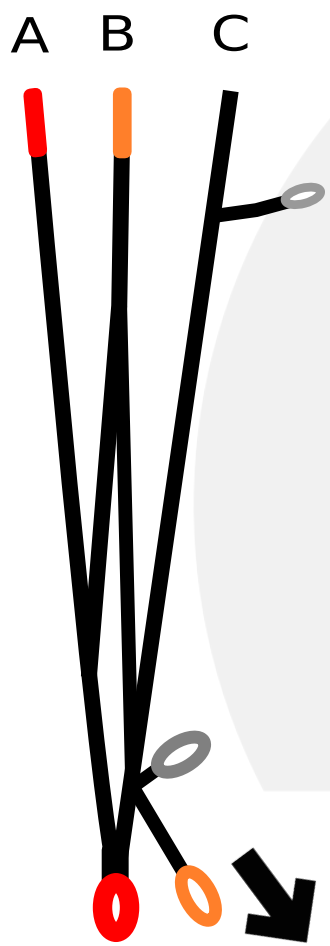
SIZES	XS	S	M	L
Number of cells	29			
Projected Area	14.127 m²	15.894 m²	17.571 m²	19.426 m²
Flat area	16 m²	18.0 m²	19.9 m²	22.0 m²
Projected span	7.032 m	7.458 m	7.842 m	8.245 m
Flat span	8.485 m	9.0 m	9.463 m	9.95 m
Projected Aspect Ratio	3.499			
Flat aspect ratio	4.5			
Root Chord	2.372 m	2.516 m	2.646 m	2.782 m
Glider Weight (kg)	2.75 kg	3.0 kg	3.3 kg	3.6 kg
Glider Weight (kg) H2 vers.	2.25 kg	2.45 kg	2.65 kg	2.85 kg
Total weight in flight (kg)	max 100 kg	65-85 kg	80-100 kg	95-115 kg
Certification	Load max 100	EN C	EN C	Load max 125
Speed	Closed Trims : 39 km/h *** Open Trims : 44 km/h			
Glide ratio	≈ 8			

Risers



Closed Trims

Open Trims

	Closed Trims	Open Trims
A	53cm	53cm
B	53cm	55cm
C	53cm	59cm

Lines

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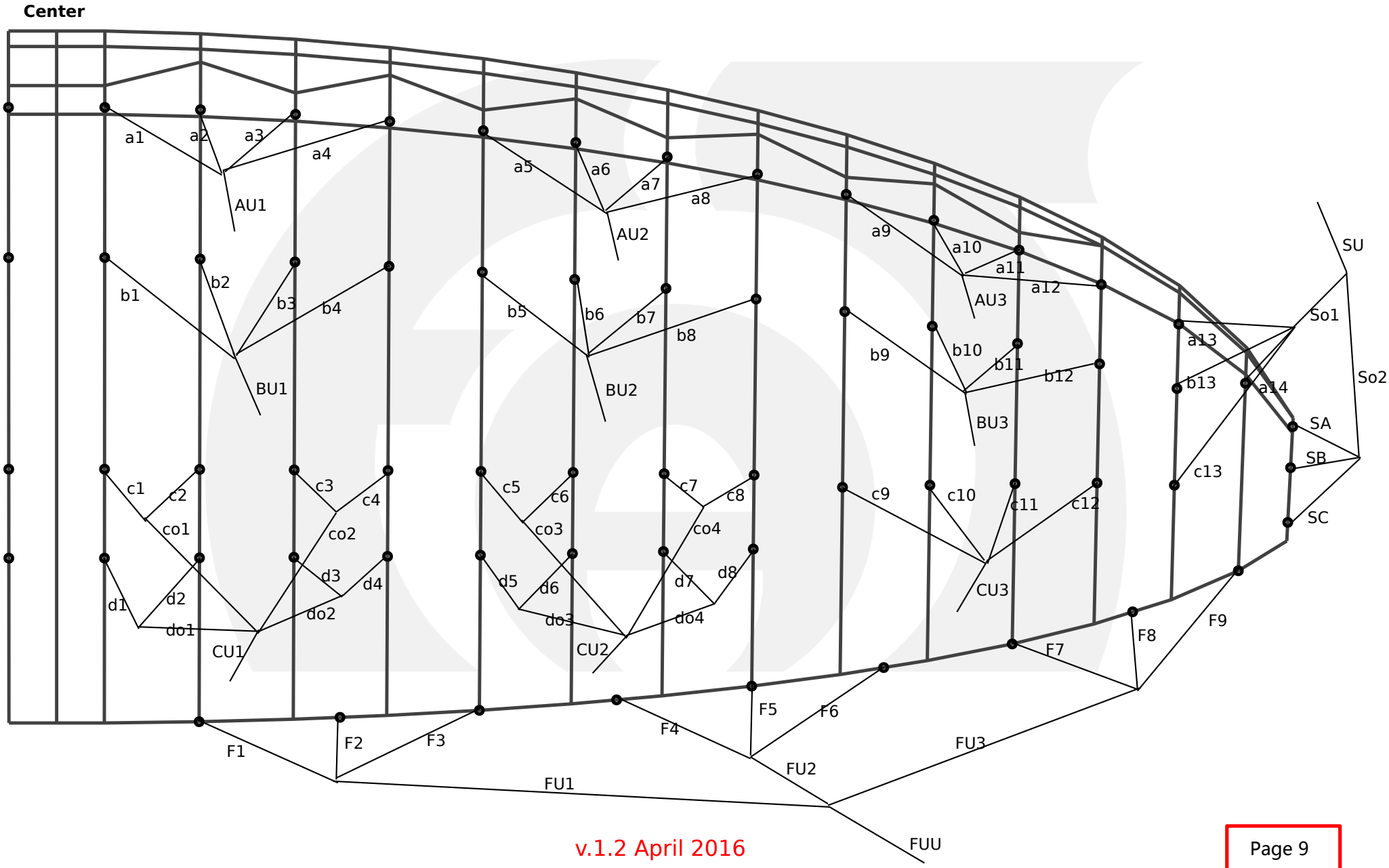

Materials

Fabrics for Intrados & Extrados
Porcher Sport Skytex 38
Or Porcher Sport Sktytex 27 & 32 for the light version

Fabrics for Profiles & Tensions Tapes
Porcher Sport Skytex 40 Hard
Or Porcher Sport Skytex 32 Hard for the light version

Lines
Upper : Edelried 7850-080
Middle : Liros PPSL 120
Lower : Liros PPSL 160 & 200
Brakes (middle and lower) : Edelried 7850-130 & 7850-240

Risers
Mouka Tišnov – dyneema strap 379 012 013 960

Carabiners
Peguet carabiners 3,5 NI

Recommendations on piloting techniques

Generally your POYA, POYA H2, TAYO or TAYO H2 is piloted conventionally. A ground handling session is essential for a first contact with your new wing. Some flights on training slopes can be useful in order to adjust your equipment. Please ask your dealer or monitor for further information.

Preparation

Display your wing - upper sail facing ground – giving the leading edge the shape of an arc with a slightly smaller radius than the length of lines.

In order to set your lines ; Start by separating left and right sides. By raising up a riser, make sure the lines are combed out without knots, laps or loops, beginning by the brakes, then the "D" & "C, then the "B" and finally the "A" . Do the same on the other side.

Check list before take-off

This check list is taken from the Swiss federation manuals. In french it is an acrostic : "MA VIE" ("My Life") ; "Matériel" , "Accrochage" , "Vent" , "Inspection générale" and "Espace aérien" .

Material : Your lines are combed out and the wing is suitably placed, the parachute container's needle and handle are in place.

Harnessed : Helmet is correctly adjusted, the strap is closed, all other straps of harness are closed, carabiners and quick links are closed.

Wind : Knowledge of the weather conditions of the day, and the current conditions. Make sure conditions are all good for paragliding !

General inspection : Pilot is in center position, in the axe of the wind, leading edge is open, good grip on risers and brake handles.

Airspace : Make sure the airspace is free, the visibility is good, and define a point of no return, allowing to safely interrupt launch before reaching it.

Take-off

Your POYA, POYA H2, TAYO or TAYO H2 can be inflated facing the wing or facing the slope depending on the weather and the terrain conditions.

Once harnessed, center yourself beside the wing. To do so, you can take the "A" risers at height of the quick links, and make some steps in order to slightly tighten the left and the right lines. So you are perfectly centered beside your wing.

Before launch, make sure to inspect your take-off check list !

With light, or without wind, we advice to take-off facing the slope. Your lines have to tighten in two steps, your POYA, POYA H2, TAYO or TAYO H2 will inflate quickly, by doing few more steps, the wing will go above your head progressively.

Keep a constant pressure on your risers during this phase. Do not pull on your risers, this would create a deformation on leading edge and can jeopardize the take-off.

It is important to keep the center of gravity in front of your feet during the inflation and acceleration phases, in order to constantly keep the risers under traction.

A calm and progressive inflation allows to do a visual check of the lines and the canopy when the wing arrives above the head of the pilot. After that check, if everything is correct, keep accelerating and launch.

With moderate to strong wind, it is recommended to proceed with a take-off facing the wing. When wing is above your head, under control, turn around, accelerate and take-off!

Take-off only when the glider is entirely open, and if you control it perfectly!

Landing

Always anticipate your phase of landing in order to preserve some margin and therefore allowing yourself to correct potential mistakes. Avoid every strong maneuvers or high inclination turns.

It is recommended to do your first flights on a site you know well, with a large and clear landing zone. Use an adapted approach technique regarding the terrain and the conditions. Always land facing the wind.

Get ready using your feet. Therefore stand early, especially when conditions are eventful. During final approach, let the wing at maximum (permitted by conditions) speed and execute a flare while approaching the ground (more or less 1 m. depending on the conditions).

The flare consists in progressively and completely brake the wing, in order to land smoothly. Make sure you stand and have weight on your front strap during this phase.

A flare executed too early and too quickly create risks of a resource followed by a brutal landing. In such case avoid raising your hands, stand and be ready to land on your feet.

Note that without wind, or with a little of wind, a flare must be complete until full brake. But in a strong wind conditions, it can be nonexistent.

Turn

The POYA, POYA H2, TAYO or TAYO H2 has been designed to be pleasant in turns. It is a maneuverable paraglider and permits to be well in center of thermals.

In order to get used to your new wing, make your first turns gradually and progressively.

At low speed regime, raise the opposite hands of direction you want to turn, in order to initiate this turn. This is called negative piloting.

Active piloting

Active piloting is the fact of using information provided by the wing - through the harness and the brakes – in order to permanently adjust the speed and control the pitch movements. It is in a certain manner, a way to make one with ones wing and the air mass.

With some action on brakes (less than 10-15%), the pilot feels a tension informing him on the pressure of the wing. He is now able with quick and precise actions to manage the pressure of the wing.

A decrease of pressure felt corresponds to a decrease of pressure in the wing, so the pilot will pull his brake down until he finds the initial pressure and will immediately rises the brake. He pays attention on relative wind, and so never reaches the stall point.

If the wing overtakes or shoots, the pilot pulls down the brakes in order to stop that pitch movement. If the wing rears, the pilot rises the brakes, in order to give back speed to the wing.

All these actions are usually reflex movements. They allow a better glide and an anticipation of collapses, or even allow to act before they happen.

The best thing to do in order to get these reflexes is ground handling. A playful way to get experience and become better in controlling your wing.

Rapid descent techniques

These techniques are emergency maneuvers. A training with a competent school is essential to master them.

Generally, in order to go down, and when possible, first get away from ascending zones.

A good knowledge of conditions and its evolution allows to avoid delicate situations. If for any reason the conditions are quicker than you, you can use the following described techniques in order to increase your sink rate.

The ears

It is an accessible maneuver that increases your sink rate.

Keeping your brakes in the hands, pull simultaneously the outside "A" lines down till the edges of the wing are folded under lower panels. Keep the lines down so the edges of the wing do not reopen.

Piloting is then only possible with body action in harness.

If you fly with open trims (full speed) the "collapse" will be quicker and more dynamic. In this configuration you will get a higher sink rate than if you where with closed trims.

As soon as you release the lines, the wing will normally reopen progressively by itself. You can help the wing reopen by an ample brake action on one side, then on the other side. In case of reopening with an action on brakes, beware that a simultaneous action on both sides can provoke a parachuting phase or a stall.

Note on landing with ears

This technique, in which the pilot releases the outsides "A" lines before flaring, during the final approach, is strongly not recommended in turbulent or windy conditions. The parachuting risk or/and piloting imprecision risks are way too high!

The Wing Overs

These are tight and relatively inclined turns. They must not reach more than 90°. Piloted in a bad timing they can cause an important asymmetric collapse. Never perform this maneuver near the ground.

B-Stall

The B-stall is an emergency maneuver only.

Take your "B" risers at the height of the quick links and pull them symmetrically down. The wing will stall and switch back before stabilizing above your head. The sink rate increase till 6-8 m/s.

If you pull to much on your "B", the wing can become unstable and this can provoke a collapse in "shrimp".

In order to exit a B-stall, raise both your hands in one movement, symmetrically and quickly. As soon as the "B" risers are released the wing should immediately fly again.

Make sure your wing is in a normal flight regime before using your brakes. Indeed, a mistake of tuning or of piloting, or also particular conditions can provoke a prolonged parachuting phase.

A simple but symmetric traction of 4 to 5 cm on "A" risers permits to exit a stable parachuting phase.

Warnings: in contrary of the spiral and the ears, the B-stall is a maneuver in which the wing exists the flight domain. B-stall is a stall and so must never be performed near the ground.

The spirals dive or engaged 360°

Your POYA, POYA H2, TAYO or TAYO H2 is a maneuverable paraglider that reacts precisely and progressively as soon as you act on the handles.

Make sure the trims of your POYA, POYA H2, TAYO or TAYO H2 are in a symmetric position. By doing this maneuver with open trims, you will obtain a bigger sink rate, but the constraints (centripetal and centrifugal forces including) will also be stronger.

In order to engage a spiral dive, make sure the airspace is free, watch in the direction you want to go, lean in the side of the turn, and pull progressively the inner brake down. The rotation speed will progressively increase, so is the traction on brake handle and the forces you will incur. You can decrease or increase the inclination and the rotation speed by releasing or pulling the brake. You can also control the outside wing tip with the other brake.

Well mastered, a spiral dive permits to descent at more than 10 m/s. However, sudden and poorly coordinated movements could cause a violent spiral, hard to incur for the body. Also a spiral entered too quickly could results in an asymmetric stall, in other words a spin!

Therefore, spiral dive is then not a harmless maneuver.

Kinetic energy accumulated in this maneuver must be released in a progressive and well mastered exit. To do so, make sure to be centered, or to slightly lean outside the rotation movement, then release the inside brake. Let your POYA, POYA H2, TAYO or TAYO H2 in its turn, till the glider is decelerated enough, in order to be back in a normal straight flight.

Doing so, you will obtain a spiral dive exit which is very soft.

The POYA, POYA H2, TAYO or TAYO H2 has no neutrality tendency. The development team is very happy about the exit behaviors obtained. However, many parameters can impact those behaviors. Including a bad setting of the front strap of the harness, a take-off weight outside the range, a wrong setting in the trims or a spiral too engaged in which the center of rotation would be in-between the wing and the pilot.

Generally be sure to pilot your exit of spiral dive by using a counteraction if necessary. Spirals dives are constraining for equipment and for the pilot (disorientation, black out, fainting, etc.), furthermore they are demanding in time and height while exiting.

So never do this maneuver near the ground!

Incidents

Parachuting phase – full stall

An exit of B-stall, for example, can generate a situation in which your wing keeps descending without going forward. This is a parachuting phase.

Put your wing back to a normal flight by pulling symmetrically your "A" risers (4 to 5 cm). Make sure, observing the relative wind, that your wing is back to normal flight before using your brakes.

Note that only few centimeter of brake action can maintain your wing in parachuting or even make it full stalling.

Full stall intervenes at a too high angle. Therefore, a too ample action on the brakes, maintained for too long or executed in a bad timing could result in stall situations. The risk such situations happens is particularly high when for example, the wing is rearing during an exit of spiral dive or when the wing is close to return in a normal flight after a B-stall.

Full stall is a serious incident which is difficult to control. Always check your height and use your rescue system in case you have lost control of your wing.

Absolutely avoid flying under the rain. Accumulation of drops on the leading edge can provoke stall situations.

Regardless the cause, stall can occur in a symmetric manner (full stall) or in an asymmetric manner (spin).

Asymmetric and front collapses

Even if the certification tests attests the aptitude of the POYA, POYA H2, TAYO or TAYO H2 to recover quickly and without intervention of the pilot from such situations, we recommend you to systemically intervene in case of asymmetric or front collapses.

In case of asymmetric collapse you must first manage the direction of the flight, by giving a wide birth from relief. To do so, lean on opposite side of the collapse and give a moderate action with the brake on that side. This action is enough, in majority of cases, for a complete reopening of your wing.

It is important to well dose the action on the open side. Because the wing is partially open, the wing load has increased and so the stall point will intervene earlier, (or with less action on the brake).

If the reopening is not complete, then act with an action on the side of the collapse with an ample gesture. Repeat this action one or two times till the complete reopening. Beware, keeping the brake in a too low position too long will provoke a full stall or a spin.

In case of front collapse, the wing will reopen without intervention of the pilot. However you can make the glider reopen quicker by braking both side symmetrically with an ample gesture. Immediately pull up your hands.

Generally control first your trajectory and verify your height, then take care of the reopening.

For a better feeling of your wing and more precision while piloting, we advice you to hold your brake handles with hands trough the loops, or with a wrap.

Cravats

The cravat is a wing tip stuck up in the lines ! Often it is followed by an auto-rotation which is very hard to control. This situation is perilous.

Even if it is unlikely (because of the aspect ratio including) that such a situation happens with a POYA, POYA H2, TAYO or TAYO H2, here are some advices.

The first action to try is pulling down the "stabilo" line on the "cravated" side. If it is not enough, only a full stall can help to recover the wing. Consider this option only if you master perfectly the full stall techniques and have enough height.

If your wing is or become uncontrollable and you do not master the full stall, or and have not enough height, then it will be necessary to use your rescue system.

Generally there are the rushed take-off, the fact of flying a wing which is not adapted to ones level, fly in too strong conditions or attempt to do unmastered maneuvers that generate riskful situations.

Failure of a brake line

In case one of your brake lines or both would break or be loosed, it is possible to pilot the POYA, POYA H2, TAYO or TAYO H2 with "C" risers. The amplitude of gestures must be way more light to obtain a turn. Indeed the deformation of trailing edge by using the "C" risers is much more important at same length pulled, than the one generated with brake lines.

Comments on testing procedure

All certification maneuvers were carried out over water in a stable air mass with standard temperature, humidity and pressure. They were carried out by professional pilots trained to react to any problem in the most appropriate manner.

Test reports are available on the website:

www.para-test.com

Acro & SIV

The TAYO or the POYA are travel & leisure wings. The TAYO H2 or the POYA H2 are more suited for mountain use. Therefore, these wings are not designed for acro flying.

By taking all necessary precautions, it is possible to do the maneuvers from a SIV course with your POYA, POYA H2, TAYO or TAYO H2. FLYFAT.CH warmly recommends you to do a SIV course with your new wing.

Towing

The POYA, POYA H2, TAYO or TAYO H2 has not yet been tested in towing take-off.

Generally the pilot must make sure that the tow system is certified. The tow operator must be trained and qualified. The pilot also has to be trained and qualified to use that take-off technique.

Traction must never be exercised before the wing is above the pilot, and under control. The force must not exceed the pilot weight.

Repair and care instructions

Care Advice

The lifetime of your wing first depends on how you take care of it while using and carrying it.

Avoid letting the wing fall on upper sail or on leading edge while ground handling or at landing. Do not drag the wing on the ground.

Do not expose it unnecessary to sunlight or other light sources.

Choose a folding technique that does not damage the nose reinforcements. In order to optimise the lifetime of your POYA, POYA H2, TAYO or TAYO H2, we advice you to always use the protective bag to avoid direct contact with the harnesses and buckles, and unwanted frictions inside the rucksack.

Note that folding the wing is also a good time to check and verify your equipment. If you notice that the wing is teared, the internal structure is damaged or that the sewings are defaulting, make sure your wing is promptly repaired.

Make sure the lines and the sewings are not damaged. Even while folding the wing, set the lines correctly . Also check that the quick links linking the lines to the risers are correctly and tightly closed.

Verify that the risers are not damaged or twisted. Check the trims system. It must work freely. Finally, check the brake handles, they must be correctly attached and each brake lines must be freely sliding in the pulley.

Do not fly with damaged equipment !

Never store your paraglider when it is wet or even damp. If immersed in sea water, rinse it thoroughly in fresh water. Do not use any detergents.

Dry your wing in the shelter of light in a dry and airy place.

Regularly empty any foreign bodies from your paraglider. Twigs, sand, pebbles, etc, damaged tissue in successive folds and organic debris can favor mold growth.

The last panel of your POYA, POYA H2, TAYO or TAYO H2 is fitted with a Velcro, in order to help emptying debris !

Check and repair

Your wing has been minutely checked in factory and has been flown by the reseller.

Your wing is delivered with a standard brake tuning which corresponds to the tuning used during the certification tests.

Periodic check and repair

We recommend you to get your wing checked minimum once a year or after 100 hours of flight if you fly more than 100 hours in a year.

Let the checkups and repair be done by professionals, in competent and qualified workshops.

In Switzerland we advice you to do the annual checkup of your FLYFAT.CH wing at MCC AVIATION in Grandvaux.

Mcc Aviation SA, la Tuilière, CH-1091 Grandvaux
Tél: +41 21 781 26 26, E-mail: info@mccaviation.ch

As an owner and/or a pilot, you are responsible for your equipment. Inspect it regularly. A visual check done regularly permits to follow the evolution and take note of potential anomalies. Also make a checkup by a competent and qualified professional, each time you see or suspect some alteration of its behavior in flight or during ground handling.

Guarantee & Quality

FLYFAT.CH guaranteed its wings against production fault according to the Swiss Code of Obligations.

You can benefit from an optimal service, with potential updates of this manual, by registering your wing on our website, on tab "Services" .

At FLYFAT.CH we do our best to provide quality paragliders.

That begins by creating and designing our wings, through requirements we define beforehand. We search flight properties, a turn and behaviors whose qualities bring a maximum of comfort and pleasure.

The production of our wings is done in Europe, by manufactures which are reputed for their quality and regularity of production.

In Switzerland, the production takes place at MCC AVIATION workshops.

Finally, all our paragliders are quality tested in Switzerland, before delivery.

General advice

Paragliding is an air sport. First objective is having fun.

Therefore make sure to fly with an equipment which is adapted to your skills level. Do not go too fast through the stages (go step by step). And listen to yourself and your environment (pilots, monitor, etc.)

Respect the elements ; Terrain, Weather and Aerology

The pilot is master on board ! Its responsibility to take the decision to launch or give up, after having evaluated all necessary conditions for a safe free flying activity.

Then fly with all the aces on your side ;

The aces, a certain advantage for the pilot

Equipment, Terrain, Weather and Pilot are the four interdependent ingredients for an optimal risk management in paragliding. If you are not sure of one of these factors before launch, make sure to fully reevaluate the situation and, if needed, to just give up on that flight. "It is better to regret being on the ground than to regret being in the air." An old pilots' quote.

We wish you many happy flights all along your pilot life !