

ADVANTAGES OF OUR PARAMOTOR **(Why is our paramotor better than others models?)**

Engine quality

The engine is developed by one of the best companies in the world (Skoda company), Walkerjet company is the company who manufactured this engine (the branch of the Škoda focused strictly on paramotors), they are selling 70 pieces of these engines per month to all parts of the world. We can offer you 3 types of engines for different weight of people.

Propeller

The propeller is manufactured by the same company, Walkerjet, so they manufacture them for these engines.

Harness

Also we can offer you the harness for different heights of people. The sitting and its accessories is a bit heavier. The weight is 6kg. But on the other hand, there is very comfortable sitting and big stability around vertical axes, which is given by big distance between left and right hinges. Girths are doubled (one are for carrying of the paramotor and one for flying) and that is why the paramotor cannot fall down from shoulders during the start. The harness is certified. It is equipped by trimming girths which enables:

- rimming of the pilot in all flying positions (according different heights and distribution of weight of people)
- the positioning of the thrust of the propeller.

Positioning

- folding up of the paramotor (this function is patented) is also related with this higher weight
- spares which are parts of the harness works in following way:

- 1) They do not obstruct hands same as hammers during the manipulation with driving lines of parachute before the start
- 2) They move automatically into horizontal position after the start and they allow a pilot to move to various positions
- 3) The frame of the paramotor folds up automatically after the start and move a pilot in sitting position (a pilot is not force to manipulate with the harness as it by different models)
- 4) A pilot get into basic flying position, where the engine is stabilized, a pilot can land by pushing out the legs from harness

Changes in positioning and its advantages

- it improves aerodynamic position which increase the thrust of the propeller, increase forward speed and increase manoeuvrability of a pilot in the harness
- it improves cooling of a engine, that means elongation of the engine durability and lowers the possibility of seized of the engine
- folding up position caused the thrust of the propeller into the hinge and by this its tightening and absolute stabilized immediately after the start; this position of the engine (according our opinion) is the only possible way how to stabilized engines which are developed to low weight and high power
- the best advantage is the position of hands on driving lines, there is no pain in shoulders during long flights and at the same time there is no blackout of tights
- because of all mentioned points above, the sliding properties of parachute (with turn of engine) is not comparable with other models

The protective cage

- The protective cage of the paramotor has very good properties, it is tough, it is hard to break it, and it is very good for beginners which have problems with landing.
- It is made from steel; it has better aerodynamic properties that mean very good flying properties. The protection of the pilot is caused by toughness of the cage.
- It protects the pilot during the crash. The middle part (which carries engine) is the protector of the backbone. All parts of the cage are changeable if they are damaged (it is due better material).
- There are no problems with adaptation of new part of the cage to the old cage, all parts are compatible.
- The principle of the folding up of the cage from a pilot saves the cage during worse landing (touching of the ground). The cage folds up and there is no crash.
- In the case of fall, you can bend the parts of the cage several times, the material is very tough and solid; when you take up the parachute during the start, you can turn up the gas on the full power without the fear of touch between the frame and the propeller
- the frame is demountable and after composition for the flight is fixed by tightening of six-multiple strings, that means that in the case of damage of one string the frame sustain in its position and there is no danger to get in the propeller

Spacers

The spacers are as for the “normal” flying as for the tandem flying

Carbon tank

- is integrated into anatomic support plate of a pilot, which is important for the stabilization of the engine on the back of a pilot
- is protected electrically from the fire caused by static electricity which is created by friction of the fuel during vibration during the flight
- has high capacity, 12 litres and as the heaviest part is on a pilot's body
- the composition: carbon and Kevlar is made in that way to eliminate breakage of the carbon into small and sharp pieces
- the anatomical shape of the contact back of the tank stabilized the engine on a pilot's back and also it is important during carrying of the paramotor on the ground; the weight is divided into shoulders' girths and lumbar parts of a pilot's body, in shoulder's girths is 65% of paramotor's weight

The gas throttle handle

- has 6 LED, 5 of them signalized the level of the fuel in the tank (always after approximately 2 litres of fuel)

Driving unit

Paramotor is equipped by driving unit which ensures failure-free function of the engine and ensures the possibility to check the paramotor during the flight.

The driving unit ensures:

- automatic control of charging during the flight by 6th LED on the gas throttle handle (the blinking diode signalized that the accumulator is charging; lighting diode means that the accumulator is charged to its full capacity; if the diode is without the light, the charging is broken), the standard capacity of the accumulator allow 50 minutes of flight with damaged charging
- conversion of voltage from 14,5 V to 5,5V for processor ignition, which ensures the change of the pre-ignition depending on speed of the engine and that is why the engine gains minimal

vibrations on the free-speed and maximal power; this processor ignition ensures the spark during zero speed and absolute starting properties.

- the control of the start: when you push the starting bottom and run the motor on 150 speed per minutes, the speedometer drive pinion push out automatically from the gear, repeating pressing of the bottom is blocked electronically and you cannot damage the engine by changed of the starting and switching of bottom
- designed starting circuits are over-dimensioned and they insure lifelong electric start of the engine.

Electronics

All electronics of the paramotor is caught by 4 silent blocks in aerodynamic cover and in this way is protected from vibrations of the engine.

Rescue system

The harness is designed and certified for the attachment of rescue system directly into carabines (parafly) together with main parachute. This enables setting of loose ends on minimal length and by this is caused very fast open of rescue system after ballasting. The rescue system is positioned on a pilot's breast and the ballasting loop is in the visual field which is big advantage. When the loop is positioned somewhere else, it can happened that a pilot cannot find the loop. But our position is better because the loop is in visual field. The new doubled coating construction with short loose ends ensures opening of the rescue system after 10m of free fall of a pilot.