

# Pre-flight inspection

## 1) Frame: entireness, assembly, securing

- Frame mustn't be broken or bend extremely
- Keys of frames have to fit into counterpart
- Composition according to colours
- The distance from ends of the propeller has to be minimum 4cm
- Rays mustn't run from the centro-plan ( if this happened, it is sufficient to insure the frame by flail or screw; it can happened after several falls and when the deformation of frame is bigger)

## 2) Strings: entireness, tension

- Strings have to fit to ends of string at the ending, profile number 1 ( in this way strings are not over tensioned and there is no deformation of the frame); if the tension is too high, you can let some pipes of tightening loosed and you can fly when they are not in hooks

## 3) Propeller: orientation, tightening of screws, entirety

- It is important to balance the propeller properly and set the propeller against reducer according to the manufacturer

## 4) Engine: silent blocks, carburettor fastening, exhaust fastening,

### tightening of spark-plug!!!

- When you will not adhere following points, the engine can be seized or damaged as a cause of rare mixture and over-heating:
  - Tightening of spark-plug
  - Tightening of carburetor
  - Tightness of exhaust pipe

(As a cause of uptightness the engine suck the air with oxygen and in this way the mixture get rare, the engine is overheated and damaged)

- When the broken or loosed silent block and damaged reducer is overlooked, the propeller can be inclined from the axes and the paramotor can turn unintentionally (this situation has to be solved immediatly by landing and inspection)

## 5) Reducer: tightening of screws, belt tension

- Insufficient tension of the reduce belt cause increasing tension and increasing climb capacity of the paramotor (if a pilot is not enough skilled, he can break into surrounding obstacles, because the paramotor is not climbing as a pilot supposes!!!)

**6) Equipment: entire status, fuel inlet, electrical contacts, switches, spark-plug cable**

- In the case when hoses are loosed, it is impossible to adjust the engine to the power. The air is sucked into fuel system between transition curves.
- Main cables are checked by palpation; in the case of disconnection, the engine failure appears during the flight.

**7) Tank: leak proof, cover tightness**

- Untightness of the tank can cause shortening of flight and engine failure.
- When the lid is not tighten enough, the fuel can swash a pilot during taking of loosed ends from the ground

**8) Seat: connecting points, pilot, parachute**

**9) Rescue system: connection, locking pins, handle**

**10) Oil: correct mixture**

- The ratio of oil is 1:30 for the first 5hours.
- After 5 hours, the ratio of oil is 1:50.
- After 30hours a pilot can expect full power and the possibility to fly at races where the highest power is expected.

**11) Petrol: sufficient fuel for the planned flight**

**12) Engine test: high speed, idle run, and switching-off**

- Make the check of the adjustment of the engine every time by optical speedometer according to the appendix (adjustment of the engine).
- Check all function sufficient for the flight.
- Adjust idle speed.
- Check the function: switch off of the engine

**13) Pilot: crash helmet, suitable dress and footwear, gloves**

**14) Instruments: altimeter, rate of climb indicator - setting and checking of proper function**

**15) Parachute: canopy, ropes and loose ends**