

Quick Start Guide

for Speedwings



Read before first use!

The Quick Start Guide is an extension of the operating instructions with important information before your first flight with this glider!

It does not replace the introduction to the sport or the manufacturer's operating instructions, which you must read before your first flight!

Only qualified and comprehensive training will help you to practice this sport safely!

Before the first flight

- Read the complete operating instructions carefully!
- Find out about the legal requirements of the country in which you want to fly and make sure that you meet all the requirements.
- Find out about the regional rules for speedflying and speedriding in the area where you want to fly. Failure to comply with these rules can have negative consequences for the entire speedflying and speedriding community.
- Make sure you are thoroughly informed about the flying area, the take-off and landing site and the flying weather conditions, so that you can familiarise yourself with the aircraft for your first flight with peace of mind.
- Lay out your new aircraft and carry out a pre-flight check: Check the riser, the trimmers and check that the brake line length is set correctly. Check the screw shackles on the riser (tightly closed and secured), the lines and the canopy itself for possible blemishes.

Starting

- Lay the glider with the top sail on the ground and spread the open entry chambers out in a semi-circle. Sort all lines carefully and make sure that no lines are under the canopy, form loops or can get caught.
- Carry out the 5-point check to check the most important safety-relevant points before launching.
- Guide the canopy over you with steady steps, with or without holding the A-risers, and a brisk momentum. Apply about 30% brake at the end of the pull-up phase to prevent the canopy from shooting forward and check the canopy with a control look. Now accelerate consistently with faster steps until lift-off into free airspace.

Landing

- Plan your landing and check the wind direction.
- Close the trimmers at least halfway.
- Fly a large landing turn adapted to the landing area.
- WARNING: Aggressive turns result in a severe loss of altitude. This can lead to life-threatening situations near the ground.
- Flare the aircraft in a long, pendulum-free and symmetrical final approach to a safe landing.
- Close the trimmers for the next take-off. Sort the lines and canopy before packing the aircraft.
- Plan your landing and check the wind direction.

Flight

- Best glide: Closed trimmers and slightly pulling down the C-riser (C-bridge).
- WARNING: Pulling down the C-riser (C-bridge) or the brake deeply can cause the glider to "stall" and take uncontrolled flight manoeuvres. This can lead to life-threatening flight situations (cascade behaviour)!
- WARNING: Never pull down the front risers (A-risers)! This can lead to uncontrolled flight manoeuvres and life-threatening flight situations (cascade behaviour)!
- WARNING: No liability is accepted for any form of acrobatic flight manoeuvres with the glider! You are putting yourself in danger of death. When performing these manoeuvres, there is a risk of incalculable flying positions which can lead to material damage and structural failure!
- CAUTION: Due to its small size and aerodynamic construction, especially with open trimmers, this aircraft has a very poor glide performance, therefore it loses a lot of altitude, especially in turns, and can collapse in turbulence!



Warning: NO FRONTRISER TURNS

Troubleshooting

- Canopy malfunctions: Maintain direction with body control and brake symmetrically approx. 30% to max. 50%.
- Uncontrollable pendulum movements: Maintain direction with body control and open the canopy with a deep symmetrical (approx. 30% to max. 50%) brake impulse.
- Unintentional asymmetric trimmer opening: Balance the open side with the C-riser (C-bridge) to maintain direction and steer into free and safe airspace before closing the trimmer. Always secure the trimmer buckle with finger pressure to ensure it closes reliably and firmly.
- If the glider pulls in one direction without pilot input, the glider must be checked urgently and a symmetry check carried out.
- If a line is damaged, it must be replaced immediately with a suitable replacement line. .



This should be matter of course

- In order to fly the aircraft safely, qualified and comprehensive pilot training must be completed.
- The aircraft should always be flown with a reserve parachute.
- Before each take-off, the aircraft must be checked for faults, the trimmers closed during take-off and secured by pressing on the buckle.
- Opening the trimmers and thus accelerating the aircraft in turbulent and thermal air masses can cause the aircraft to collapse dangerously.
- When flying through turbulent and thermal air masses, the glider must be actively flown by the pilot.
- Flying with asymmetrically opened trimmers must be ruled out, as the glider will pull into a sharp turn with a lot of altitude loss.
- Do not fly in the rain or with a wet wing profile as this could make the glider uncontrollable and dangerous.
- Avoid a braked or dynamically flown final approach to land safely with a controlled landing flair.

About the material

- Before the first flight, the operating instructions must be studied carefully to familiarise yourself with the functions and operation of the aircraft.
- The aircraft must be checked and inspected every 100 hours or 1 time per year according to the inspection instructions.
- Worn or damaged trimmer tapes must be replaced, as the engagement in the set trimmer position can no longer be guaranteed due to possible slipping.
- Visually check the lines, especially trunk and brake lines, regularly for damage and wear. A broken line can lead to a crash.
- This glider must be checked regularly by a qualified company.



Further information, operating instructions and technical data can be found at www.swing.de.

To get to the Miniwings and Speedflyers, use the QR code and this URL:

<https://www.swing.de/produkte/#Miniwings>