



## Riser - Trimmer closed (DHV adjustment)



Fig. 3



Fig. 4

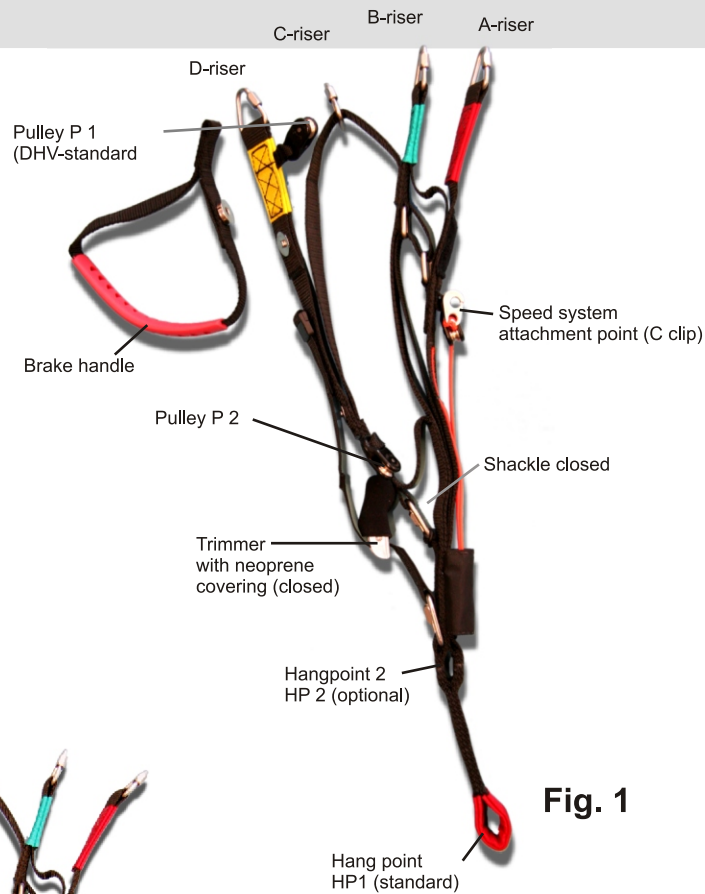


Fig. 1

### Riser accelerated / open trimmer (only for motorised flight)

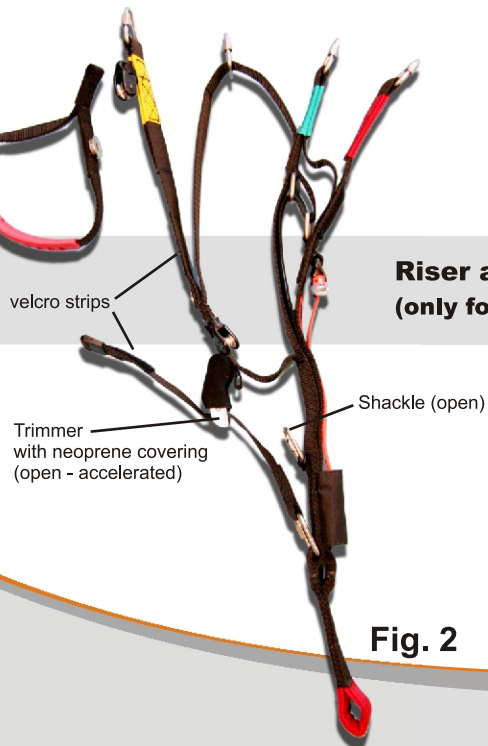


Fig. 2

# Description of motor riser set

### Important information

If the canopy collapses, the glider's reaction can become more dynamic with the high wing-loading. Decreasing the canopy's angle of attack by opening the trimmers will intensify this. We therefore recommend that pilots always keep the trimmers closed when near the ground (take-off and landing) and in turbulent conditions.

### Where should the riser set be attached?

The motor riser set is fitted with two hang points at different heights (**HP 1 (red)** and **HP 2**). The pilot may choose either hang point for motorised flight to ensure that the lines and brake handles can be reached during flight.

If the brake handle is still hard to reach despite choosing the correct hang point on the riser (e.g. when the trimmer is open) then the main brake line can also be fed through the lower pulley (**P 2**) on the D-riser.

The factory setting for the brake line is pulley **P 1**.

### Tip

It is crucial to ensure that changes to the brakes do not cause them to be activated at the wrong time. Whenever the brake line position is changed, the glider must be inflated and ground-handled before flight to ensure correct brake line length.

Note that the available braking distance is shortened if the brake line is fed through pulley **P 2**.

### Trimmer position

The trimmer allows the pilot to increase the cruising speed and to counter the torque effect by lengthening the C- and D-risers.

The lock must be unclipped before the trimmer can be used (**fig. 2**).

Use of the trimmer is only permitted during motorised flight.

When the trimmer is closed (**fig. 3**), the trimmer strap can either be velcroed to the D-riser or pushed underneath the neoprene covering. The latter option is particularly recommended when launching, since the trimmer strap can accidentally come away from the velcro when pulling past the propeller cage and, in the worst case, damage the propeller.

### Tip

The speed bar must not be used in motorised flight.

### DHV riser adjustment

Attach the hang point **HP 1** (red) to the harness carabiner.

The trimmer must be fully closed and locked (**fig. 1**).

The main brake line should only be fed through the upper pulley **P 1** (**fig. 1**) for the glider to retain DHV 1-2 certification.

