

Tips and Tricks

If you fly from a grassy area in the early morning the **ground** may be **wet** with dew. Use the warm up time on your motor to blow dry the area where you will lay out your wing. While this will not actually dry the area it will break the water drops loose and allow faster drying to occur.

Don't like rolling or folding your wing at the end of the day? Then buy a 40 gallon **rubber tub** to store your wing in. Always put the back side (trailing edge) of the wing in first so that the trapped air can escape out of the front cell openings. Another great way to put your wing away quickly is to use a **cinch sack**. This is a round flat sack with a cinch string, just put your glider in the middle and pull up the string for a fast clean packing of your glider.

Having problems **standing up** after you put **your motor on**? Instead of sitting it on the ground and then sliding into your harness try setting the motor on top of a small box. You can then put the harness on like a jacket and need only bend at the waist to pick the motor up and fasten your leg straps. Another idea is get one of the new light weight paramotors that make it a lot easier to get up and stand.

Are you starting to notice **wear on your steering line** where it passes through the pulley? Apply a coating of bees wax (not candle wax). The wax will seal the line's sheath and act a lubricant reducing wear. This works well on the starter pull cords as well, but apply a smaller amount so as not to gum up the cord receiver.

What would you do if you were in flight and found that your **kill switch malfunctioned**? You could land with power on but what if you still wanted to be able to kill your engine first? If you have a foam air filter on your carburettor you could reach back and crush the filter down on top of the carb. If you can find the fuel line you could pinch and hold it cutting off the fuel flow to the engine, or if your have a primer bulb a good squeeze will flood the engine and kill it. These are only a few of several possible solutions. You will need to find the one that will work with your motor configuration

No wind or light and variable wind forward launches are the most difficult. Even the slightest breeze can aid a launch if you take off directly into it. How can you tell what **direction the wind** is coming from under these conditions? The **smoke from a cigarette works** great as does a handful of grass thrown into the air.

When flying in **close proximity to other pilots** it is a good idea to use hand signals to alert the other pilots when you are about to turn. Just stick your arm out in the direction you are going to turn. You do not even need to let go of your steering toggle. Another way is for all pilots to use the **weight shift leg indicator**, in which a turning pilot indicates his turn by placing one leg over another, turns his head towards the other pilot and then waits for other pilot to do the same prior to turning.

Put a bottle of **clear nail polish** in your field repair box. The polish is great for temporary repairs to nicked props. The nail polish dries quickly, is very hard and holds well. Plus you can put in on in layers to build up a deep nick. Lastly it sands out very easily when you are ready to make a permanent repair.

If you are getting a layer of **slime on your prop** from the exhaust, use a little baby oil on a rag, as this will quickly clean the slime off.

When **flying without a wind sock** or flags in view you can use many items to indicate wind direction from the sky:

- **Birds** - they always take off and land into the wind.
- **Smoke** - this will travel down wind and give you a good idea of wind strengths as well.
- **Trees** - many times you will see trees that are leaning in one direction indicating the typical wind direction for that area.
- **Water** - wind will leave ripples in the water showing down wind direction.

Drifting - find a spot, fence or line on the ground and ease your throttle down to idle, watch your drift in relationship to this spot as you drift towards it, this will tell you which way the down wind is. Sometimes you need to make two passes both direction to make sure of your drift.

Props - Keep them level & horizontal when storing them to keep them in balance. You can buy an inexpensive prop balancer to check and repair the balance. An out of balance prop will not only make your flying experience less enjoyable, but it will also cause many items on your engine to start breaking - especially your exhaust.

Empty your pockets prior to flying and tie away anything that may come loose like a mobile (cell) phone. Anything you lose will generally go into your prop.

When flying for any significant time period most **pilots will get thirsty** from the constant wind in their faces. An easy solution is to put on a gatorback water carrier, this give you access to a drink without loosing your brakes and acts as an additional cushion for the harness.

Tuning of your **paramotor** can be treacherous. Tie the paramotor to a tree or deck to ensure the unit can not move - this increases safety during the tuning process. Make sure all items are clear of the moving prop, as many a new pilot has lost a prop due to a harness strap/rock being sucked into the prop during tuning.

When **transporting a clutch based paramotor** behind a truck, make sure you tie the prop to keep it from free spinning and being destroyed.

An extendable **fishing pole** can be used to hold a **wind sock** and can be carried in the harness of your paramotor for ease of transportation.

Paramotor **carabineers** are very safe and strong, but it is a good idea to replace them every two years for peace of mind.

If flying alone ensure that you inform someone when and where you will be launching. Also tell them which direction you intend to fly and what time you will call them after you land. This ensures someone can **send help** to the right location if you do not call when agreed upon.

Regularly inspect your paraglider. Additional to a thorough visible inspection, place the lines in between your fingers and feel along to find any faults in the outer casings or the lines themselves.

When unsure of the wind strengths and weather conditions, try **ground handling** the paraglider **without a harness**. This way you do not risk being dragged away if a gust of wind comes in hard - you can simply release the glider and remain safe. If you are unable to control the glider without a harness you may want to rethink about flying at that time.

Always be aware of your surroundings when preparing to start your paramotor. Look around for people and animals that may be nearby. Secure the paramotor with your hands (do not grip the cage) and place your knees firmly within the harness against the frame.

When **priming the paramotor** lean the carb towards the ground so any excess gas flows away from the engine as opposed to towards it and flooding the motor.

If in the event you launch and discover a **problem with your brake toggles** (twisted or locked up), don't panic - just reach up and take the rear risers (make sure that they are the rear risers closest to the trailing edge) at the links and use this as your method to turn and to flair.

When flying, if you find that you are drifting backwards because of a strong head wind, don't panic – simply reduce the power and lower your altitude. Ensure that your landing area is safe and clear of obstacles then release the brake tension to speed up the gliders forward motion. Continue to descend, if you are still travelling backwards in relation to the ground release the trimmers on your risers to increase your forward speed – add a little throttle to add more forward motion but avoid upward lift. Grab the rear risers to collapse the glider when touching down.

Never allow your glider to approach the paramotor when it is running. The vacuum created by the paramotor can quickly suck the glider in causing untold damage.

Use a **cooler** to carry your **gas and funnels** in if transporting the paramotor within your car as this will seal the fumes inside the cooler container.

Paramotors can be transported on the back of vehicles when using one of the specially made carrying plates. These devices are relatively inexpensive when considering the space and time that they will save you.