



ASSEMBLY

OPERATION

MAINTENANCE



SKIP ONE

Manual

Dear pilot

We hope you will have great fun flying this aircraft.

The licence is restricted to models **122 AI 2 F** (G015/97-4), **Monster** (G025/00-6) and **Simo 122** (521/03-11).

Please handle this trike with care in order to conserve its value and to maintain it in a safe condition.

Any changes to the design are forbidden and will lead to forfeiture of operating licence, insurance cover and guarantee.

Damage that can be ascribed to the operating limits being exceeded is also not covered by the warranty.

General information regarding the operation of microlight aircraft

This trike has been granted a type certification by the German Microlight Federation.

The operation of microlight aircraft is restricted to airfields approved for the operating mode "microlight flight". In addition, operation is subject to the annual re-examination obligation for microlight aircraft.

Insurance cover shall be forfeited in case of non-compliance.

Microlight pilots have to be in possession of a valid licence for microlight aircraft of the respective type (foot launched, trike or three-axle steered).

Furthermore, the prescribed technical, meteorological and air traffic regulations and restrictions have to be observed for the operation of microlight aircraft.

Any modifications to the aircraft will lead to forfeiture of the operating licence. Comprehensive testing of all components has to be carried out in case of malfunctions or in-flight exceedance of operating limits.

If there are any doubts about the operational reliability of individual components, the manufacturer has to be contacted before the aircraft is put into operation again.

SKIP ONE

Manual

Assembling and disassembling the trike

The trike is assembled in reverse order of its disassembly

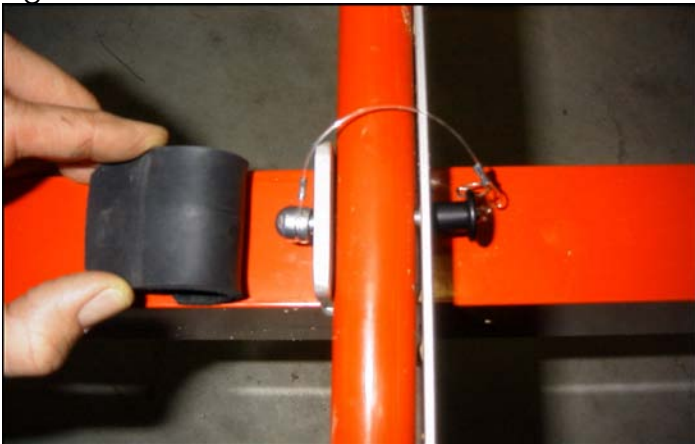
1. Place rear wheels into the axle and lock with shaft locking pin (figure 4)
2. Place seat brace into fixture (figure 2) and secure by means of ball locking pin
3. Secure the retainer sleeve for locking the front brace (figure 1) by means of ball locking pin.
4. Hook in seat.
5. Hook engine into fixture and secure with straps (figure 5, 6, 7)
6. Place throttle handle into fixture (figure 8)
7. Push **kill switch** cable into socket (figure 10).

Figure 1



First of all, the front brace is separated from the roll bar. To do so, the sleeve which is held by the two ball locking pins is pulled down. See figure 1

Figure 2



The seat brace is also held by a ball locking pin. If it is removed, the trike can be collapsed as a whole. See figure 2 and 3 in this regard.

SKIP ONE

Manual

Assembling and disassembling the trike

Figure 3



Figure 3 shows the collapsed trike. The trike has a height of 1400 mm, in a collapsed state of 750 mm.

Figure 4



Figure 4 shows the rear wheel with shaft locking pin. If this pin is removed, the rear wheel can be pulled out of the GRP axle. This makes transport easier, as the overall width of the trike is reduced from 1400 mm to 1200 mm.

Tilt the shaft locking pin forward in flight direction

SKIP ONE

Manual



The rescue device should be fastened on the seat brace and connected with the V-line that is included in the supply



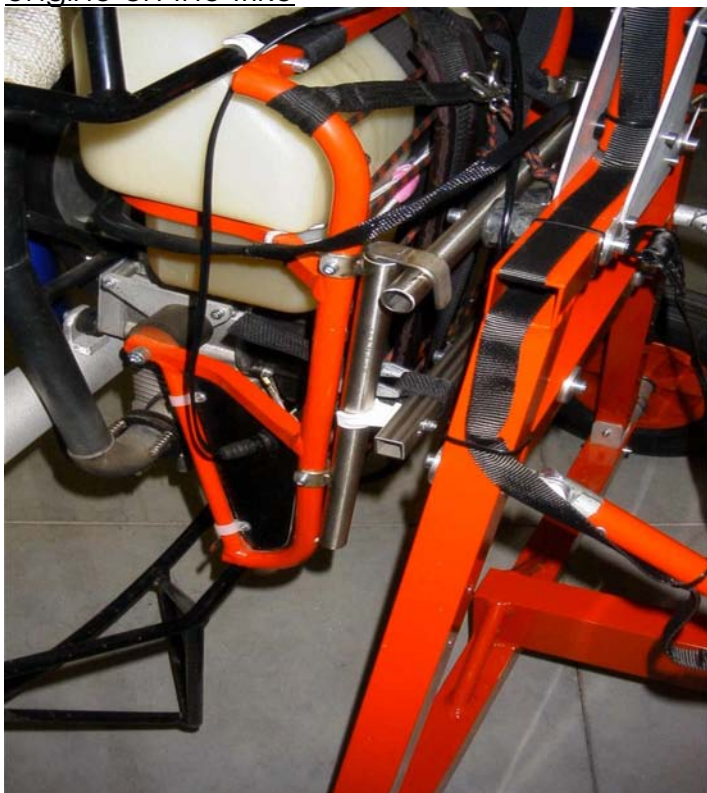
Point of attachment for the rescue device's connecting line

SKIP ONE

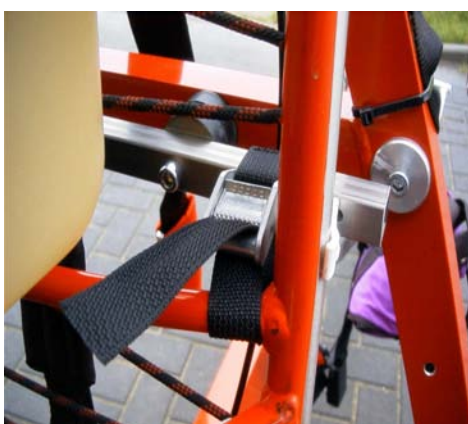
Manual

Engine fastening

How to fasten the engine on the trike



The engine is placed behind the trike in normal position. Then the trike is lifted by its front wheel and pushed towards the engine so that the hook engages in the top engine brace. Once this is done, the trike is once more lowered. Now the white clips with the inside guiding pins still need to be moved into the correct position.



How to secure the engine on the trike

The two straps must be used for fastening. There are two straps on the left and right and one in the middle. Straps must be on left and right side

SKIP ONE

Manual

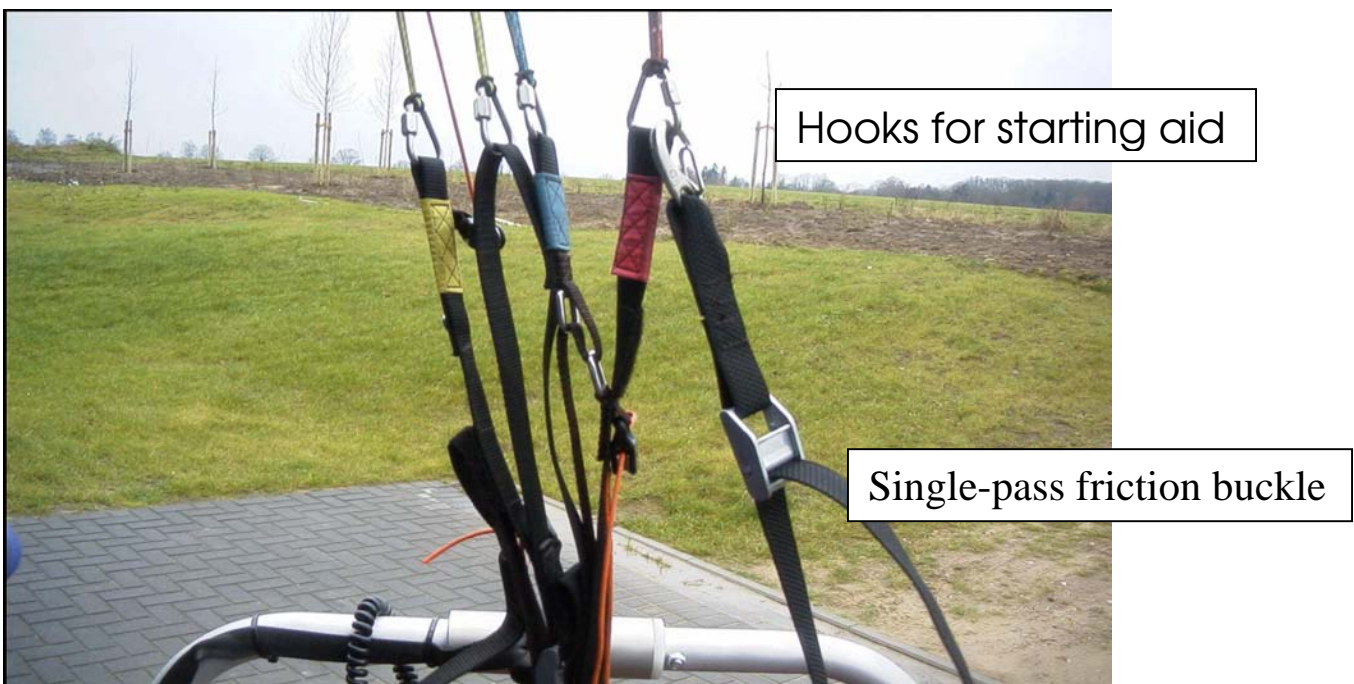
Starting aid for the canopy

This trike is equipped with a special starting aid which facilitates an easy start, as the pilot no longer needs to guide the A-risers. The canopy will automatically rise above the pilot on start-up.

The canopy is hooked into the snap hooks provided for that purpose. After that, the hooks for the starting aid mechanism are hooked into the A-risers' shackles.

As the length of the risers differs for every type of canopy, it is imperative to individually adjust the length of the starting aid mechanism by means of the folding buckles.

The optimum length is determined by hooking in the risers and fastening the hooks for the starting aid mechanism. The risers are now held vertically upright. In this state, the starting aid may no longer pull down the A-risers. The starting aid strap should be slightly slack. The adjustment is made by means of the folding buckles (see figure 13)



SKIP ONE

Manual

Pre-flight checklist

Check after re-assembly

- Ball-locking pin secured: roll bar and seat brace
- Three securing straps for engine mounting tightened
- Two shaft locking pins for the wheels locked
- Throttle handle pushed into corresponding bracket and bolted
- Engine risers secured
- Kill switch connection plugged in

Canopy

- Checking the lines, risers and canopy for damage
- Ensure that the pilot can reach the steering lines in-flight at any time, even after he has released them

Start check

- Fuel reserve
 - Position of cruising throttle lock
 - Operate choke
 - Propeller unobstructed – start engine
 - Full throttle test
 - Function test kill switch
 - Canopy properly hooked in
 - Starting aid properly hooked in and adjusted
 - Pilot buckled up
 - Wind speed and direction ok
- Length of take-off field clear

SKIP ONE

Manual

Launch – flight - landing

Launch

Launching is strictly carried out against the wind.

The canopy is lying behind the pilot.

The A-risers are as far as possible placed into brackets on the cage, permitting improved line guidance.

Take the steering lines into your hands.

Start up.

At the same time, accelerate in a controlled manner and wait until the canopy is rising above the pilot.

Keep the canopy as central above the pilot as possible and increase engine output until the trike takes off.

Maintain the course by slightly braking on the left steering line.

Flight

After a short while, the speed can be reduced. You should not permanently fly at full throttle until the cruising height has been reached.

Then the cruising throttle lock can be used.

Landing

The landing should always be performed against the wind.

The canopy is flared by means of the steering lines just before touch down.

Once the chassis has touched the ground, no fast changes in direction should be carried out. If the trike is steered against the canopy's direction, the trike threatens to be levered out and topple over.

SKIP ONE

Manual



SKIP ONE

Manual

Flights under special conditions

Symmetric canopy collapse

If you come out of a strong thermal lift unbraked this may lead to a collapse of the canopy's leading edge. However, as a rule the canopy will rapidly unfold again automatically which you can support by controlled braking on both sides.

Asymmetric canopy collapse

When flying through turbulences it may happen that part of the canopy suddenly collapses. This collapsing of the canopy is particularly dangerous as it may lead to a wrong reaction. The first reaction at any rate must be to countersteer to prevent tilting.

As a rule, the folded canopy will reopen automatically. If that is not the case, deep pulling of the steering lines will suffice. Hectic pumping is not recommended at all.

Dynamic stall

A dynamic stall is always unpredictable and should therefore not be brought about deliberately. If severe braking manoeuvres are performed from full speed, the canopy will abruptly tilt backwards. The brakes may then only be released very gently.

Deep stall

The greatest risk of deep stalling arises if the paraglider is flown too slowly in strong turbulences. To get out of a deep stall, you merely have to release both steering lines. If you still do not succeed in getting out of the deep stall, it is recommended to push the A-risers forward.

Negative spin

An unintended negative spin (trundling) movement mostly arises from an asymmetric stall, caused by one-sided or too heavy braking.

You can get out of this spinning movement by gently, but completely releasing the steering lines and slightly countersteering. This will be followed by severe swings.

Steep spiral

One-sided pulling down of a brake narrows the turning flight to a spiralling turn during which fast sinking is achieved. Pulling too quickly and strongly may lead to spinning.

B-line stall

From an unaccelerated normal flight, the B-risers are gripped on both sides above the line buckles. The first 10 cm require relatively great effort. Then the airflow stalls completely. Releasing the risers leads to the paraglider accelerating immediately.

Steering without brakes

The canopy can be steered via the D-risers. A stall is now more likely to be expected if the D-risers are operated.

SKIP ONE

Manual

Optional to equip the Skip One we can offer

20 Liter Tank



Instrumentpanel



SKIP ONE

Manual

Technical specifications

Type:	Trike "Skip One"
Seats:	1
Weight:	27 kg
Height assembled:	1400 mm
Width assembled:	1200 mm
Height disassembled:	750 mm
Width disassembled:	1200 mm
Construction:	aluminium
Engine types to be used:	122 AI 2 F / Monster / Simo 122
Maximum pilot weight:	100 kg
Ascending rate with Monster:	2 m/s

SKIP ONE

Manual