

Lotus ONE



You can fly



SOL

PARAGLIDERS

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Betriebshandbuch
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Welcome to the **SOL** team!

Thank you for selecting a **SOL** paraglider. You have just acquired a high quality product, manufactured under one of the most demanding industry standards worldwide.

We trust your paraglider will bring you many great life memories you will cherish forever. We would like you to read this manual carefully and thoroughly. In it, you will find important information about using your new equipment.



This manual is to be read carefully. You'll find important information about your glider and its use.

In the event you should have any questions about its usage or should you wish to be updated on the latest news at **SOL**, we remain at your disposal:

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 89259-700 Jaraguá do Sul, SC BRAZIL
 Telefon (+55) 47 3275 7753 Fax (+55) 47 3370 7114
 E-mail: info@solsports.com.br

Don't forget to access our website often at:

<http://www.solspargliders.com.br>

Keep current on the latest models' launchings, results and news from the world of paragliding.

Welcome to the SOL Team!



Warning

- This paraglider meets at the time of delivery the requirements of the LTF certification or of the EN!
- Any equipment alteration will result in the cancellation of this respective certification.
- Flying with this equipment shall be performed at the individual's own risk.
- The manufacturer and its representatives are not liable and therefore not responsible for any misuse nor mishandling of this equipment.
- Every pilot is responsible for the maintenance and assessment of equipment usability.
- It is a basic assumption that the pilot is certified to fly this paraglider.
- This manual offers information about your paraglider. It is not a training manual.
- It is an assumption that the pilot respects the law and order of aviation and that his skills are up to the challenge of this particular equipment!



About **SOL**

Founded in **1991**, after six months of research and many visits to several manufacturing facilities and suppliers, **SOL** began its production in partnership with the European brands Condor, Comet and Nova.

In **1995**, the company moved to its current facility, occupying an area of 4000 m² and has at its disposal a team of about 120 employees, of which 22 are pilots. **SOL** provides a comprehensive benefits package such as Health Plan, Life Insurance, partnerships with pharmacies, transportation vouchers, incentive getaways to employees who outperform each month, and education grants. At **SOL**, we take extreme measures to maintain our machinery and manufacturing equipment current with the world market. This way, we safeguard our accuracy everyday in the production process, control and assuring the high quality of **SOL** brand and products throughout more than 70 countries around the world.

In **1999** **SOL** gets its own testing and development centers. From the beginning **SOL** has adopted the philosophy of utilizing certified designs, manufactured with imported materials of the highest quality by specialized and skilled-trained staff.

In early **2004** **SOL** became certified by DHV, which is the most respected regulating body of free-flying worldwide. Its mandate is to make sure its members have the capacity to reproduce faithfully the certified equipment on an industrial scale. Few facilities in the world possess this certification in their manufacturing process. **SOL** was one of the firsts to obtain it! This is just one of the great accomplishments of this young and dynamic company, which presently is among the ten major paragliding and accessories manufacturers in the world!

Philosophy

SOL's philosophy is to introduce products that are considerably better than current ones, in order to guarantee significant advancements in four aspects: Safety, Performance, Ease of Operation and Innovation.

Safety: The new product has to offer a level of safety that is at par or better than the one it is replacing.

Performance: The new product must perform better than the one it is replacing.

Ease of Operation: The new product must display higher levels and better operational ease than the one it is replacing.

Innovation: New products must display real benefits to the user, facilitating free-flying, increased safety, or both.

The development process and design of every new product begins at the computer. Drawing Software, 2D, 3D modeling and simulation are utilized before the actual manufacturing of prototypes, in order to ensure greater accuracy in each new design.



LOTUS^{ONE} - Welcome on board

LOTUS^{ONE}, is a C-class (former class 2-3) paraglider with high performance for experienced pilots. He corresponds a light air sport equipment with less than 120 kg of weight.

The precise handling of the LOTUS^{ONE} delivers an excellent performance in thermals and during transition time. This is most important for very good flights. We all know that 50% our flight time is spent in thermaling. That's the reason why we invested all we can to create a project who has a great advantage in this area in comparison with other models of the same class at the market.

SOL Paragliders is known for products with long life, quality and performance. our research and test flights are mostly done with canopies for competition and acro flight. This is a great base to chose the materials.

The project of LOTUS^{ONE} reduced the weight of the paraglider. We used only WTX40-40 Gr/m² to produce the glider. Also we could reduce even more the aerodynamic drag using competition lines of Vectran and small risers. And of course we designed the glider to not lose any performance with the years.

We are confident to say, that this paraglider is the best balance at the market between weight, performance and long life.



This glider is not designed for flight school!



LOTUS^{ONE} - Technical description

LOTUS^{ONE} - Used Technologies

LOTUS^{ONE} combines our performance technology with security.

- **HPAR** - High Project Aspect Ratio: higher A/R in each class.
- **LCT** - Laser Cut Technology: Panels, profiles and parts cutting with Laser equipment.
- **HTM** - High Tech Materials – highest technology materials guarantee durability - Technora Lines, Diax Laminates, Inox Hardware, Polyester of High Tenacity.
- **3 Risers System** A – B – C row in all levels - less 25% line consumption.
- **BT** - Battens Technology: Flexible battens applied in order to maintain the profile characteristics in every moment of the flight.
- **SLS** - Seamless Stabilo: The Stabilo's leading edge has no junctures and is seamless.
- **PBP** - Pressure Booster Profile - New design to increase and maintain inner pressure. More performance along all velocity.

LOTUS^{ONE} - The Project

The LOTUS^{ONE} consists of 65 cells and has internal crossed diagonals applied at the profiles to distribute the weight uniformly. This maintains the canopy very shapely and cleans and reduces the induced drag.

The LOTUS^{ONE} was designed at the new software. Its enhanced design and profile are the result of our continuous development and refinement process in terms of performance paired with stability. The improved features of this project permit a large speed range and excellent stability.



LOTUS^{ONE} - Technical Data

LOTUS ^{One}		S	M	L	XL	XXL	unid.	
Zoom	Zoom	0,97	1	1,03	1,07	1,11		
Células	Cells	65	65	65	65	65		
Envergadura proj.	Proj. Span	9,78	10,08	10,38	10,78	11,19	m	
Área proj.	Proj. Surface	19,95	21,20	22,49	24,27	26,12	m ²	
Alongamento proj.	Proj. A/R	4,80	4,80	4,80	4,80	4,80		
Envergadura real	Real Span	12,18	12,55	12,92	13,42	13,93	m	
Área real	Real Surface	23,15	24,60	26,10	28,16	30,31	m ²	
Alongamento real	Real A/R	6,40	6,40	6,40	6,40	6,40		
Diâmetro das linhas	Line diameter	0.6 - 0.9 - 1.0 - 1.2 - 1.4 Vectran						mm
Altura	Height	773	795	817	847	877	cm	
Perfil max.	Max. profile	242	249	256	266	276	cm	
Perfil min.	Min. profile	38	39	40	42	43	cm	
Peso da vela	Weight	6	6,2	6,4	7	7,5	kg	
Peso de decolagem*	Take off weight*	70-90	85-100	95-110	105-125	120-140	kg	
		154-198	187-220	209-242	231-275	264-308	lbl	
Afundamento min.	Min. sinkrate	1	1	1	1	1	m/s	
Velocidade min.**	Min. Speed**	24 +-2	24 +-2	24 +-2	24 +-2	24 +-2	km/h	
Velocidade**	Trim Speed**	40 +-2	40 +-2	40 +-2	40 +-2	40 +-2	km/h	
Velocidade max.**	Max. Speed**	58 +-2	58 +-2	58 +-2	58 +-2	58 +-2	km/h	
Planeio	Glide	10,6	10,6	10,6	10,6	10,6		
Assentos	Places	1	1	1	1	1		
Certificação	Certification	C	C	C	C	Load		

* Take Off Weight: Pilot , Glider, Harness and equipment

** Performance depends on pilot position and aerodynamic form of the harness.

The identification and information tag is found at the center of the wingtip.



LOTUS^{ONE} - Parts List and Material

All components are high standar and were chosen for a long life of your equipment.

Top: Wtx40 PU+Silicon Coating 40 gr/sm

Bottom: Wtx40 Pu+Silicon Coating 40 gr/sm

Profiles/Diagonal Bands: Pro-Nyl High Tenacity Nylon rip-stop Hard finish 42 gr/sm

Type of lines	12100 Vectran	12240 Vectran	16330 Vectran	12470 Vectran	16560 Vectran
Line producer	Cousin FR				
Number test of tenacity	LKT 561 Eapr	LKT 560 Eapr	LKT 559 Eapr	LKT 558 Eapr	LKT 555 Eapr
Diameter	0,6 mm	0,9 mm	1,0 mm	1,2 mm	1,4 mm
Material	Vectran	Vectran	Vectran	Vectran	Vectran
Material of the cover	No	No	No	No	No
Tenacity	32,0 daN	68,7 daN	89,0 daN	122,0 daN	145,0 daN

Karabiners: Ansung Precision 22 mm Bl 800 kg

Risers: Fitanew 15 x 2,0 mm flat multi Bl. 1.600 kg

Pulleys: Sol PL14

Button: Magnetic Italy 15 mm

Reinforcements: Nylon Battens (Profile front)

Front/Edges band: Multiprint polyester 25 mm white

Attach Band(loops): Fitanew 10 x 0.8 mm 140 kg

Risers Clips: SOL . Raeder

Sewn Tread: Guterman / Coats Poliester continuous filament 60 white
Linhanyl / Coats Poliamide 20-30-40 Black



LOTUS^{ONE} - Suspension system

The **LOTUS^{ONE}** lines consist of Vectran with high resistance to tension and has low distortion rate. The set is made of individual lines, with sewn ties on both extremities.

The upper lines distinguish themselves (next to the inside layer) and the main lines, which are connected to the Quick Links. These, in turn connect to the main lines on the risers. The stabilizers' lines are connected to the same Quick Links.

The brake lines come out of the trailing edge, through the master line and are linked to the toggles, passing through a pulley attached to the 'C' riser.

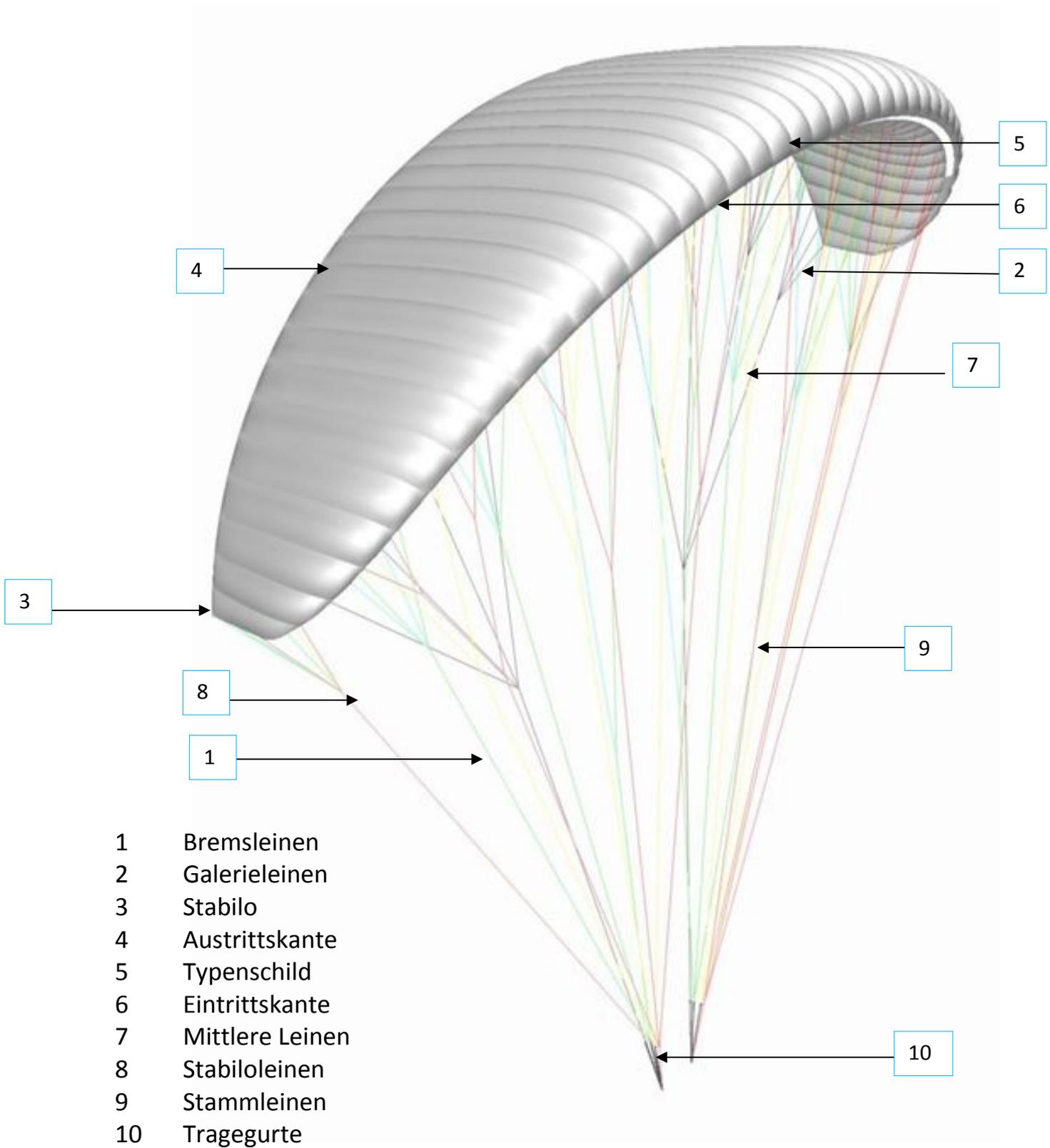
The brake lines are of different color in order to facilitate takeoff preparation.

The Quick Links are triangular shaped and are made of inox resin.

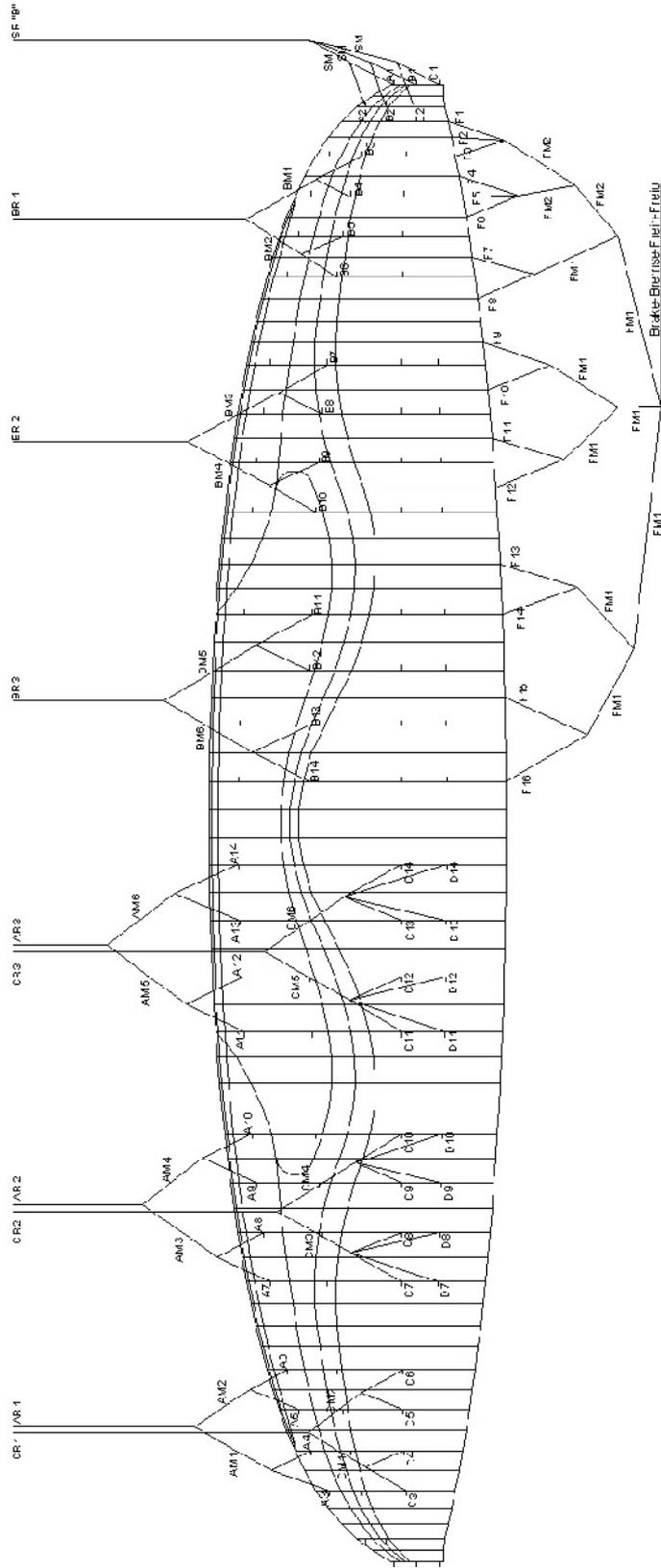
On the brakes' master lines, there is a mark at the ideal setting point, at which height the toggles are affixed. This setting should not be altered as it ensures adequate and sufficient path and room for the toggles in case of emergency situations during flight and landing. Furthermore, in this position the paraglider is not constantly on a stall.



LOTUS^{ONE} - Overview Glider



LOTUS One



LOTUS^{ONE} M - Line lengths

LOTUS One M							
	A	B	C	D		F	
1	7041	7060	7102			1	7289
2	7136	7109	7136			2	7284
3	7340	7328	7365			3	7302
4	7408	7393	7441			4	7314
5	7498	7474	7527			5	7327
6	7597	7569	7624			6	7364
7	7725	7686	7745	7822		7	7415
8	7715	7667	7737	7824		8	7471
9	7740	7690	7758	7854		9	7490
10	7808	7754	7827	7923		10	7497
11	7873	7814	7880	7985		11	7534
12	7843	7782	7849	7959		12	7604
13	7870	7806	7875	7984		13	7741
14	7946	7885	7951	8057		14	7796
						15	7977
						16	8232

EAPR total length include risers

LOTUS M															
A			B			C			D e "stab"			F			
0,3 vec			0,9 vec			0,9 vec			0,6 vectran			0,6 vec			
1	721	740	784										1	656	
2	815	791	814										2	652	
3	876	867	891				420 SM	5370 SR					3	669 930	
4	944	933	967				1150 M						4	683	
5	1030	1013	1053										5	694	
6	1131	1107	1151				1150 M	4800 R1					6	732 930 930	
7	1258	1225	1276	1351									7	723	
8	1246	1208	1265	1348			1150 M						8	778 1900 1900	
9	1271	1229	1289	1378									9	797	
10	1340	1294	1357	1447			1150 M	4800 R2					10	805 1900	
11	1402	1350	1417	1516									11	842	
12	1372	1318	1387	1491			1150 M						12	913 1900 1900	
13	1398	1342	1412	1516									13	1046	
14	1476	1421	1490	1590			1150 M	4800 R3					14	1102 1900	
													15	1286	
													16	1542 1900 1900	
															2940 +

4800 :12 Linhas 1,4 vec. AR-BR-CR 2-3
 4800 :6 Linhas 1,2 vec AR-BR-CR 1
 1150 :36 Linhas 1,0 vec AM-BM-CM
 5370 :2 Linhas 0,9 vec SR
 420 :6 Linhas 0,6 vec SM
 1900 :16 Linhas 0,6 vec FM 1
 930 :6 Linhas 0,6 vec FM 2



LOTUS^{ONE} L - Line lengths

LOTUS One L							
	A	B	C	D		F	
1	7224	7243	7288			1	7511
2	7319	7293	7318			2	7507
3	7546	7532	7562			3	7525
4	7614	7599	7644			4	7542
5	7707	7685	7731			5	7555
6	7809	7782	7834			6	7596
7	7939	7899	7950	8029		7	7644
8	7928	7880	7939	8026		8	7702
9	7952	7903	7964	8059		9	7719
10	8022	7971	8032	8129		10	7729
11	8086	8031	8094	8198		11	7767
12	8055	7996	8066	8176		12	7841
13	8079	8022	8083	8201		13	7979
14	8157	8102	8171	8282		14	8035
						15	8225
						16	8489

EAPR total length include risers

LOTUS L									
	A	B	C	D				F	
1	743	763	808					1	674
2	839	815	839		435 SM	5530 SR		2	670
3	902	892	918				3	688	960
4	972	961	996		1185 M		4	703	
5	1061	1043	1085				5	714	
6	1164	1140	1186		1185 M	4945 R1	6	755	960 960
7	1295	1261	1314	1391			7	752	
8	1283	1244	1303	1388	1185 M		8	809	1955 1955
9	1309	1265	1328	1419			9	828	
10	1379	1332	1397	1490	1185 M	4945 R2	10	837	1955
11	1442	1390	1459	1560			11	875	
12	1412	1356	1428	1535	1185 M		12	948	1955 1955
13	1438	1381	1453	1561			13	1087	
14	1519	1462	1533	1637	1185 M	4945 R3	14	1143	1955
	0.9 vec	0.9 vec	0.9 vec				15	1335	
							16	1599	1955 1955
									3020 +

4945 :12 Linhas 1,4 vec.	AR-BR-CR 2-3
4945 : 6 Linhas 1,2 vec	AR-BR-CR 1
1185 :36 Linhas 1.0 vec	AM-BM-CM
5530 : 2 Linhas 0,9 vec	SR
435 : 6 Linhas 0,6 vec	SM
1955 :16 Linhas 0,6 vec	FM 1
960 : 6 Linhas 0,6 vec	FM 2



LOTUS^{ONE} XL - Line lengths

LOTUS One XL							
	A	B	C	D		F	
1	7495	7513	7564			1	7792
2	7589	7566	7593			2	7789
3	7820	7805	7837			3	7810
4	7894	7877	7922			4	7827
5	7986	7963	8013			5	7840
6	8094	8063	8117			6	7883
7	8228	8190	8250	8334		7	7933
8	8218	8169	8240	8331		8	7993
9	8243	8197	8264	8365		9	8014
10	8318	8266	8335	8437		10	8021
11	8391	8324	8401	8513		11	8059
12	8360	8291	8369	8484		12	8132
13	8385	8315	8397	8514		13	8280
14	8467	8400	8480	8593		14	8334
						15	8530
						16	8797

EAPR total length include risers

LOTUS XL								
	A	B	C	D	E	F		
1	774	795	842			1	701	
2	873	849	874		450 SM	5745 SR	2	698
3	940	930	957				3	717
4	1013	1001	1039		1230 M		4	734
5	1105	1087	1131				5	746
6	1212	1187	1236		1230 M	5135 R1	6	789
7	1349	1313	1369	1450			7	783
8	1336	1295	1357	1446	1230 M		8	843
9	1363	1317	1383	1478			9	864
10	1436	1387	1455	1552	1230 M	5135 R2	10	872
11	1501	1447	1519	1625			11	912
12	1470	1412	1487	1598	1230 M		12	988
13	1497	1437	1513	1625			13	1129
14	1581	1522	1596	1704	1230 M	5135 R3	14	1187
	0,9 vec	0,9 vec	0,9 vec				15	1382
							16	1653
								2030
								2030
								FM2
								3130 +

0,6 vectran D e "slab"
 0,6 vec
 0,9 vec 0,9 vec 0,9 vec

5135 :12 Linhas 1,4 vec. AR-BR-CR 2-3
 5135 : 6 Linhas 1,2 vec AR-BR-CR 1
 1230 :36 Linhas 1.0 vec AM-BM-CM
 5745 : 2 Linhas 0,9 vec SR
 450 : 6 Linhas 0,6 vec SM
 2030 :16 Linhas 0,6 vec FM 1
 995 : 6 Linhas 0,6 vec FM 2

The **LOTUS^{ONE}** was presented:
 Aeronautic Innovation Rühle GmbH (A.I.R. GmbH)
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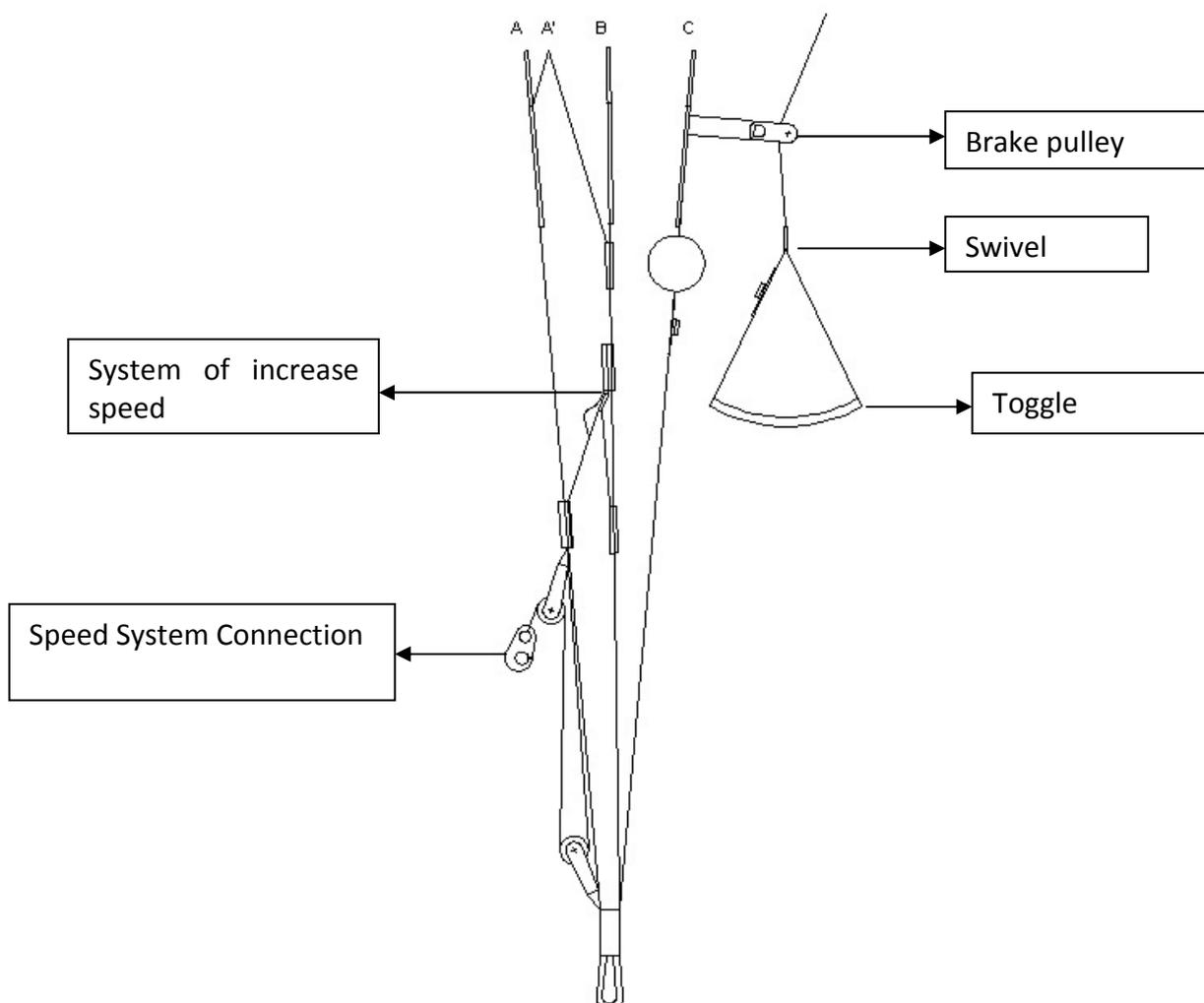
LOTUS^{ONE} - Risers and Speed System

The **LOTUS^{ONE}** can be used with a speedbar. He has 3 risers on each side, with the 'A' lines attached to the 'A' riser. The riser 'A' is divided to make "ears" easy. The 'B' lines and the stabilizer are attached to the 'B' riser. And lines 'C' are attached to riser 'C' additionally to the brake pulley.

The Speed System works on the risers 'A', 'A1' and 'B'. When set at the normal position, all risers have the same length. When the Speed System is activated, it shortens the risers 'A', 'A1' and 'B'. The riser 'C' remains in its original position.

	A	A1	B	C
Normal position	560	560	560	560
Speed System activated	450	465	480	560

LOTUS One



Adjusting your speed system

The majority of the latest harnesses have pulleys for assembling the Foot Speed System. In the eventuality the pulleys are not there, it is important to attach such pulleys (sewing them) in such way to make the operation of the speed system softer. The little chord on the speed system must be firmly attached (by a non-slippery knot) to the stirrup (aluminum bar). The other end of the cable is fed through the harness' pulleys and comes out vertically, and firmly attached to a Quick Link with a strong coil, a quick hook-up or preferably closed by a nut.

In order to adjust the Speed System, we suggest that you connect the harness and the risers together, suspended from the ground. Ask a friend to pull the risers 'A' upwards. At this time, adjust the length right to the bar in such way to be easily reachable with your feet in flight and by stretching the legs, make sure to allow for a clear path to maximize the accelerator usage.

Operation

The pilot activates the speed system by pushing the stirrup forward. The pulleys on the risers reduce to $2/3$ the necessary energy and the risers at the front are shortened.

Before takeoff, the Quick Hook-Up or the Quick Link must be connected at the ring on the speed system risers. It is important to note that the little chord must run free of snags. The rubbing with the risers may cause damage.

The Paraglider has no further technical parts that can be adjusted.



Warning

- An incorrect system assembly, that allows for different measurements other than the indicated above nullifies the certification!
- Remember that when using the speed system, the angle of attack decreases which may result in the collapse of the paraglider, consequently, the use of the speed system close to the ground should be avoided. We do not recommend the use of the speed system in turbulent conditions.
- Never use the speed system in extreme maneuvers.
- In the event the canopy collapses, release the stirrup immediately and make the appropriate corrections.
- Never let go of the toggles!

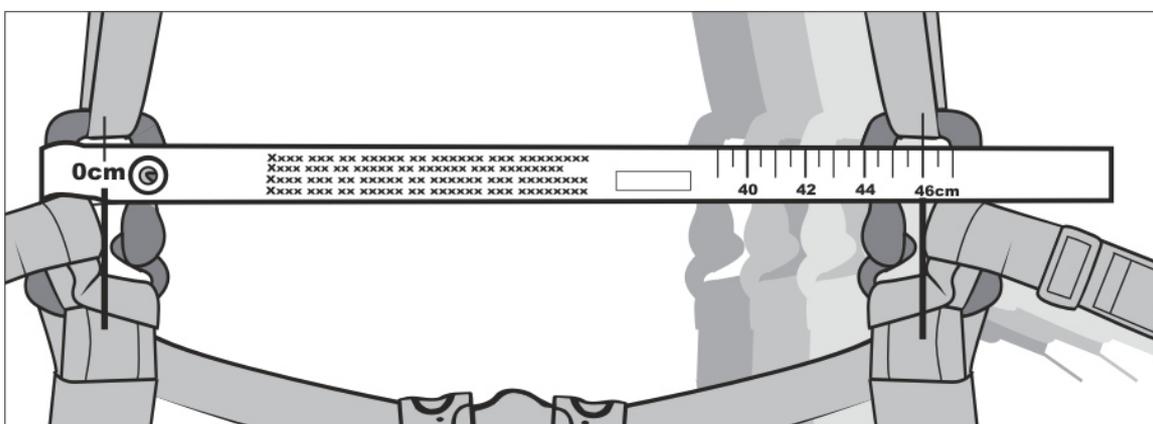


LOTUS^{ONE} - Harness

The **LOTUS^{ONE}** was tested with a harness LTF Type GH. Any harness of type ABS are recommended for the **LOTUS^{ONE}**, tested with large clips set at 42 cm and 47 cm heights from the board, depending on the harness size. Care must be taken because the large clips height affects the brake position when set at 'normal'.

The regulated distance between the large clips (adjustable at the chest) is 42 cm for the paraglider size "S" and "M", 44cm for size "L" and 46 cm for size "XL". Variations of more than 5 cm above these ones will alter the fundamental characteristics of the canopy and are potentially dangerous.

SOL give free together all gliders and harnesses, a Measuring Tape "Easy Check" to help pilots to check the distance between carabines.



Warning

Cross straps may jeopardize flying and do not improve safety.



LOTUS^{ONE} - Flight

Takeoff Weight

The LOTUS^{ONE} has been certified for a defined weight range. If your weight range falls between two sizes, we recommend the following:

- 1) If you desire better speed, accurate commands, and if you usually fly over mountains and/or extreme conditions, you should choose to fly near the middle to maximum suggested weight.
- 2) If you desire a better sink ratio, and if you usually fly above flat elevations, and light conditions, you should choose to fly near the minimum suggested weight.

First Flight

A careful First Flight is necessary with every paraglider, the LOTUS^{ONE} is no exception. This flight must take place on a practice hill. After unpacking the paraglider and laying out it in a horseshoe shape position, the following steps must be taken:

- ✓ The paraglider must be laid out in such a way that, when tension is applied to risers 'A', the canopy center should be extended before the extremities. This allows for an easy takeoff with good directional stability.
- ✓ Special attention must be taken to the wind's direction upon the lifting of the canopy, so that the two halves are inflated symmetrically.
- ✓ All lines must be organized and completely free of any entanglements. Special attention must also be given to the lines 'A', which must be free right from the risers 'A' (with the red mark) to the canopy.
- ✓ Same priority and care must be given to the brake lines, which must also be completely free and without any possibility of entanglement on any obstacle during takeoff.
- ✓ All lines should be checked and all the risers in appropriate order. When the risers are aligned and not twisted, the brake lines will be free from the pulleys (on the rear risers) to the canopy's rear edge.
- ✓ It is extremely important that no entanglements nor bunched lines are present.
- ✓ Any line going under the canopy or tie may result in disastrous consequences.
- ✓ Before and after each flight the lines, risers and canopy must be checked for any possible damage.
- ✓ In case there is any damage present, as insignificant as it may be, the canopy should not be flown!



Warning

It is not advisable to fly the LOTUS^{ONE} in rainy days or with a wet paraglider, since the in-flight maneuvers become more sensitive and a reserve deployment may occur upon exiting a B-Stoll or in the event of excessive usage of breaks.



Takeoff Pre-flight Checklist - DO NOT FORGET

- ✓ Make sure reserve is OK! Opening device and pins activated?
- ✓ Helmet?
- ✓ Carbines closed?
- ✓ Harness – Connected all Locks closed?
- ✓ 'A' risers in hands?
- ✓ Untangled brakes in hand?
- ✓ Are you in the center of the canopy?
- ✓ Takeoff path is clear?
- ✓ Paraglider and pilot aligned with the wind?
- ✓ Airspace ahead of takeoff area is clear?
- ✓ Distance between carbines is correct?

Takeoff

Forward Takeoff

It's very easy to fly the **LOTUS^{ONE}**. When ready to takeoff, the pilot must take risers 'A', 'A1' together with the toggles. In order to differentiate between the lines, line 'A' and risers 'A' inclusive are marked with a different color.

Before takeoff, a last check is required to ensure all the equipment is laid out properly. The arms must be extended to the side, as if they are extensions of risers 'A'. A decisive run allows for a quick and stable inflation.

Canopy overtakes are not common. After the initial inflation momentum, the pilot must keep the tension forward on risers 'A' (pushing them ahead, and not pulling them downwards), until the canopy is above your head. At this point, the brakes must be carefully activated, ensuring room for the possibility of directional changes. A move to underneath the center of the paraglider is the best method for corrections, provided there is room for it. The pilot glances at last upwards to ensure the canopy is properly located above, completely unobstructed and inflated. At this point, the pilot decides whether or not to takeoff.

Reverse Takeoff

Reverse takeoffs in strong wind conditions are also very easy to execute. Due to risk of takeoff with entangled lines (twist), it is highly recommended to take some time and practice reverse takeoffs on a small, leveled hill initially.

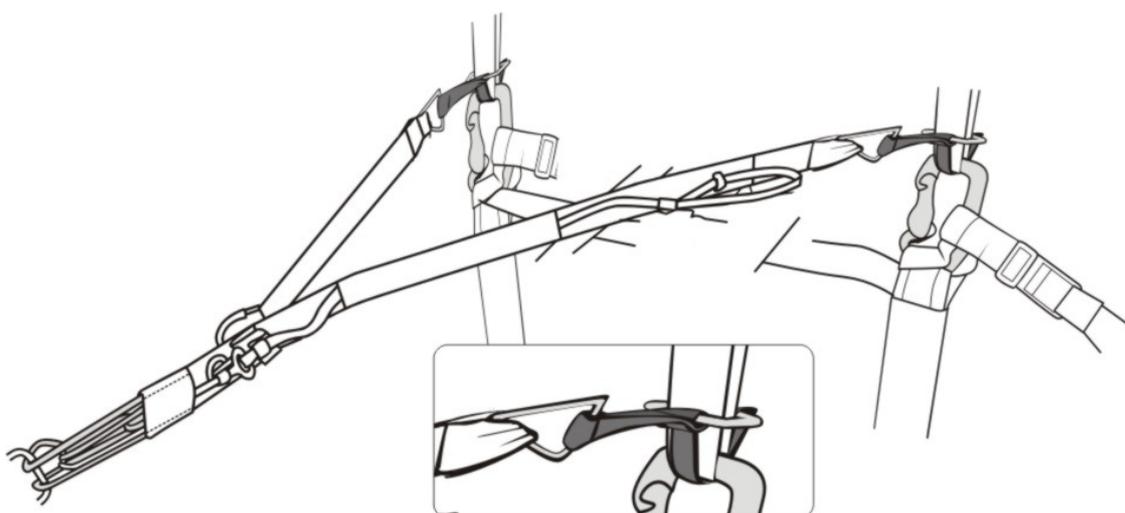


Installation of tow release and auxiliary adaptation

The **LOTUS^{ONE}** can be used for towed flight as long as is connected to the towed flight system (Tow release). It must be connected to the same carabines that join the harness with the paraglider. It is activated through an activator that is strategically located and when is pulled it releases the equipment to fly.

During the taking off it's necessary to avoid a small angle of the cable with the ground.

A taking off with tow release help needs instructions and appropriate procedures. Make sure that you have the necessary knowledge and that the operation is made in a safe and correct way.



Normal Flight

The **LOTUS^{ONE}** in its normal flight, performs better with the hands lifted. Applying 20 - 25 cm the canopy enters safely the minimum speed range. In order to accelerate, use the speed stirrup.

Maximum symmetric way of brake lines , by maximum weight:

Size S:	46 cm.
Size M:	50 cm.
Size L:	50 cm.
Size XL:	54 cm.
Size XXL:	cm



Thermaling and Soaring

In turbulent conditions, the paraglider must be flown with the brakes softly applied. An increase in angle of attack is achieved by this measure, resulting in greater canopy stability.

The pendulum effect back and forth must be avoided! The canopy must remain on top of the pilot. For this purpose, the speed must be increased by releasing the brakes upon entering a thermal (depending on its intensity) or braking on exit. This is part of the basic technique on active flying.

During flights over the lift, it is highly recommended a minimum height of 50m be kept, for safety reasons.

It is extremely important to know and respect flying regulations, especially so when the airspace within close proximities of canyons is shared among several pilots, where last minute anti-collision maneuvers are not executable.

Turns

The **LOTUS^{ONE}** is very sensitive, responding instantly to turn commands. Leveled turns can be achieved with the shifting of weight on the risers with minimum altitude loss.

A combination of weight shifting and breaking technique is the most efficient way of executing turns in any situation. The given brake utilized determines the radius of turns.

By activating the brakes on the outside edge of the turns, as well as applying maximum weight shifting on the risers, the efficiency and resistance to collapse in turbulences (at the edge of thermals) is increased.

In case it becomes necessary to perform turns in a constrained space with the **LOTUS^{ONE}**, we recommend you to release the outside brake in the given turn and pull a little more the brake on the inside of the turn.

The **LOTUS^{ONE}** glides best when no brakes are applied.



Warning

By pulling either brake too strongly or suddenly, there is a danger of creating a negative spiral!



Accelerated Flight

It is recommended to use the accelerator when flying against the wind or in descending current zones. Due to a decreased angle of attack, the canopy may collapse easier than when set at the normal position. The pilot must remember that the higher the speed, the more dynamic the collapse response or symmetric closing will be.

Flight in turbulent conditions

In turbulent conditions it is not recommended to fly the glider with full speed, cause the **LOTUS^{ONE}** is than more sensitive to deformation and closing. You must remember that the higher the speed, the more dynamic the collapse response or symmetric closing will be.



Warning

The **LOTUS^{ONE}** requires active flying in turbulences! This can avoid canopy closings and deformations.

Active flight

For best performance during your flight, it is important to be always sensitive to what your canopy is trying to communicate. The key elements of active flying are the advancements and tension control. When the canopy moves ahead of you, carefully apply the brakes, so that the canopy returns to be above you, and if the canopy moves behind you, you must release the brakes. Flying with the brakes lightly applied (+ - 20 cm) allows the canopy to fly slightly behind. In turbulent circumstances the internal paraglider tension may change, which you will feel on the brakes. The idea is to maintain a constant tension, and in case you feel loss of tension, apply the brake.

Avoid flying excessively with the brakes on because you might brake to the point of stopping the canopy from flying. Always consider your aerodynamic speed. Your movements can be symmetric or asymmetric and both or one brake can be applied. We suggest that you do ground practice runs and advancing simulations. Tension loss can be simulated well on the ground.



Warning

- Neither pilot nor any paraglider are immune to collapses; therefore active flying will decrease the chances of happening.
- Always maintain altitude awareness and do not get into excessive commanding mode. We advise you to maintain brake tension and avoid flying in extreme turbulent conditions.



Landing

It's very easy to land with the **LOTUS^{ONE}**. The final approach stage must be done in straight line upwind. During this final glide, the paraglider must be decelerated slowly and at about 1 m from the ground the pilot must stall the canopy, according to the conditions.

With a strong nose wind, the pilot should break only slightly or eventually don't even brake at all, and utilizing just the risers 'C' to de-inflate and overcome the canopy after the landing. By breaking during a landing in strong wind conditions, you may expose the canopy to the wind, which could lead to the pilot being dragged backwards.

The final approach must be done always in a straight line. Sharp and alternating turns may produce a dangerous pendulum movement close to the ground.

Motorized Flight, Acrobatic Flight and Tandem Flight



The **LOTUS^{ONE}** has not been designed for motorized flight, or acrobatics. This project is designed for only one pilot without passenger.



LOTUS^{ONE} - Fast descent maneuvers

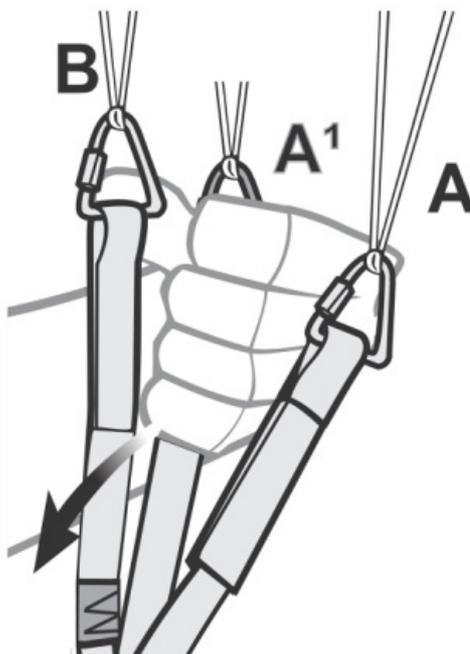


Warning

- All fast descent maneuvers must be executed in light conditions and at sufficient altitude, so that they can be performed as necessary under extreme flying conditions.
- 'Full Stalls' and negative spirals must be avoided, regardless of the paraglider being flown. Incorrect recoveries and exits can result in disastrous consequences.
- The best flight technique is to fly safely and correctly. This way you will never need to descend rapidly!

Ears

By pulling simultaneously the external riser 'A1' at about 18 cm, the canopy tips will close. The canopy remains completely maneuverable through the activating of unilateral brakes or the shifting of weight towards the risers, flying at a fast descending rate (up to approximately 5m/s). In order to recover, the pilot must release the external riser 'A1' lines. Usually the canopy re-opens by itself, but the pilot can assist with a long and quick pumping.



Warning

SOL does not recommend combining of ears and spirals, as this may exceed the allowable load.



Positive Spiral

Spirals carry a high rate of descent. Therefore high accelerations (G) make it impossible to hold them for an extended period of time. The spiral force may cause the pilot to faint and to lose flying controls, and crash. Furthermore, they will exert a lot of force and affect the pilot and equipment alike.

The pilot should never exercise this maneuver in turbulences or with wide lateral angles. In windy conditions, the pilot must be aware of oscillations during the maneuver.

When the pilot activates just one brake, slowly and progressively, the paraglider inclines sideways in a sharp angle and enters a steep and quick turn, which may become a positive spiral.

During a spiral the rotation radius can be controlled by the greatest or smallest force applied to the inside brake.

In order to come out of it, the pilot must release the brake slowly and shift his/her weight lightly to the outside of the turn. A sudden exit may result in an exaggerated momentum forward of the canopy, and collapsing it. For this reason, on exiting the last turn, the inside brake of a given turn must be softly applied again.

In case the canopy collapses during this process, the spiral must be counter-acted, as the active canopy area will be reduced.



Warning

- Never combine ears with spirals. The canopy active area reduction plus the 'G' force, by the centrifugal effect, may result in line and/or canopy damage.
- Exiting of any spiral at great speeds must be piloted.
- This maneuver requires high altitudes (at least 600 meter over ground) and is dangerous due high descent ratio pilot can lose the altitude reference. Never do this maneuver without sufficient experience.

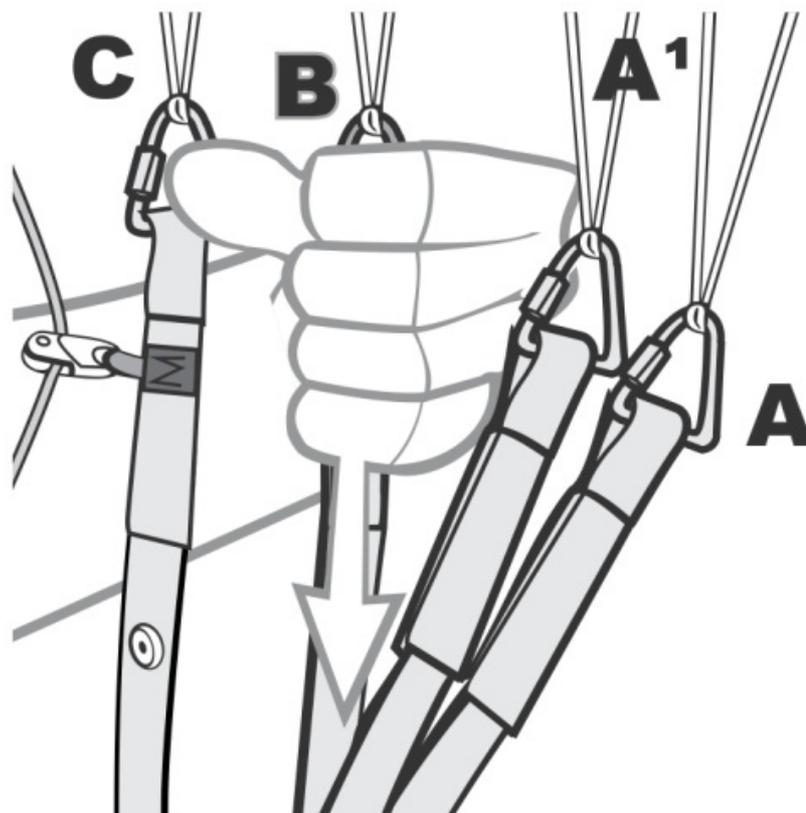


B-Stall

To induce a 'B-Stall', the pilot must pull the risers 'B' simultaneously, between 15 and 20 cm. There will be a shift of air flow on the outer layer and the canopy will initiate a parachutal phase.

By releasing the risers 'B' quickly the airflow recoils on the outer layer and the canopy returns to its normal flight position. In case the canopy does not recover to normal flight, refer to the section on Wraps. The momentum of return creates a forward motion by the canopy. We recommend avoiding braking the paraglider eliminating the possibility of a parachutal stall.

The load applied on the 'B' lines during this maneuver is not beneficial to your paraglider. Use this maneuver only in emergencies. In the event risers 'B' are pulled too quickly or too deeply, a horseshoe may occur towards the front. In order to regain normal flight, the pilot must apply the brakes lightly.



LOTUS^{ONE} - Behavior in extreme maneuvers and collapses



Warning

Extreme maneuvers must be executed under the supervision of a qualified instructor, on safe courses and with the entire infrastructure available for above ground and water flying!

Lateral Asymmetric Closing

Like any other canopy, a negative angle of attack will result in a closing. In order to maintain directional control upon a lateral asymmetric closing, the brakes must be applied on the open side. In case of a major closing, the amount of braking must be well graduated, in such way to avoid the airflow displacement (stall) on the open section of the canopy.

To facilitate the canopy re-inflation during a collapse, the steps above must be followed in conjunction with a long and slow brake pumping action (2 seconds) with the toggle on the closed side. The shifting of weight on the opposite side riser of the closing will also assist with the re-inflation and increase safety, requiring less brake action and keeping away from the stall point.

In case the pilot does not compensate with the brakes, the LOTUS^{ONE} in most situations will inflate by itself even in major asymmetric collapses. The LOTUS^{ONE} can make a complete turn and in the event it does not open on its own.

Without action, the paraglider will begin a positive spiral. The pilot must lightly apply the brake on the external side to stop a spiral and at the same time shift his/her weight on the same side until the canopy is stabilized. Exactly at this stage of pendulum effect under the canopy, it is important that the pilot controls carefully the amount of force applied on the brakes, and often it is needed to decrease the force. Once a straight flight is achieved, the closed side can be re-inflated by the pumping action.



Warning

If the pilot does not actively terminate the spiral, it will continue all the way to the ground!



Line-Over

In the eventuality of lines going over the canopy during flight, the pilot must take the following steps:

- Try to maintain a straight flight: Shift the weight to the open side of the paraglider and assist with a light brake tension on the open side.
- To re-open: Pull the stabilizer line on the closed side (first line of riser 'B' of a different color) until the line entanglement is cleared.
- If the line-over is serious, if it's not possible to maintain a stable flight (spiral) and if there is sufficient altitude (>400 m), there is a chance of resolving this mal-function by executing a 'Full Stall'. In case the above maneuver does not solve the problem, or if the altitude is not sufficient, the pilot can activate the emergency parachute (reserve).



Warning

Line-overs are generally the result of poor preparation before takeoff, collapses during acrobatics or lateral asymmetric closings.

Frontal Symmetric Closing

Risers 'A' and 'A1' are tightly pulled until a complete closing of the Leading edge is achieved, then quickly release the risers until it is closed. The pilot should not hold the risers after the closing. Special attention must be given to ensure enough altitude is available.

The **LOTUS^{ONE}**, on most instances, recovers on its own from a frontal asymmetric closing. In turbulent conditions, a head butt may occur, which must be overcome by accurate brake control.

Parachutal

The **LOTUS^{ONE}** does not have parachutal stall tendencies and recovers on its own from an intentional parachutal stall induced by braking commands. In the event of a parachutal stall upon coming out of a B-Stall, it is enough just to pull the risers 'A' downwards or the accelerator, thus reducing the angle of attack, therefore reorganizing the air flow contact to the canopy.



Full Stall

To create a 'Full Stall', the pilot must pull both brakes to the end, and hold them tightly in this position. In this situation, the **LOTUS^{ONE}** flies in most times on reverse, in a forward horseshoe shaped tie.

The canopy must be stabilized before the procedure for normal flight re-entry is initiated. Any attempt of recover during the beginning stages of a stall, when the paraglider reverses suddenly can result in a sudden push forward of the canopy. When recovering from a 'Full Stall', both brakes must be released slowly simultaneously and symmetrically (> = 1 second). The **LOTUS^{ONE}** will move forward gradually and begin normal flying.

An asymmetric recovery (releasing one brake before the other) of a 'Full Stall' is utilized only by test pilots to simulate a paraglider being expelled out of a thermal and must not be attempted by pilots!

Negative Turns

To induce a fast Negative Turn out of normal velocity (LTF) or starting from the minimum speed (EN), the pilot must pull tightly and quickly one toggle right to the end of it. During the negative spiral, the canopy rotates relatively fast around its center, with its inner side flying backwards.

When entering an unintentional Negative Turn, the pilot must recover as soon as it is noticed by releasing the brake slightly so that the canopy will accelerate and returns to a stable flight, without losing too much altitude.

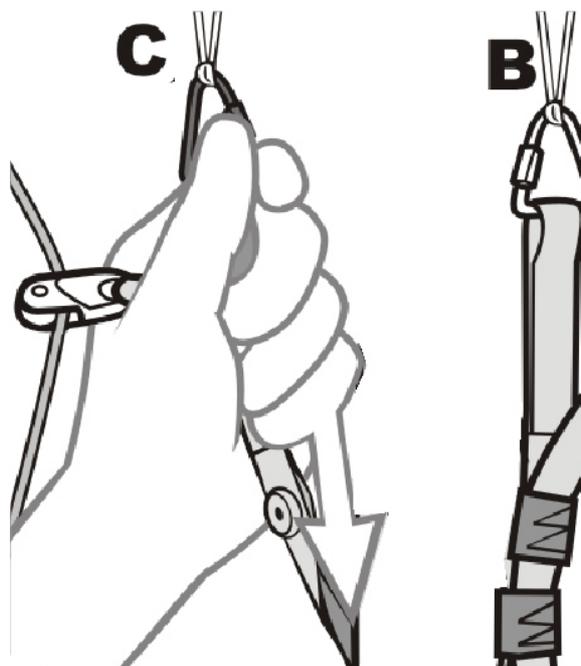
When a negative turn is intentionally prolonged, the **LOTUS^{ONE}** accelerates forward asymmetrically. A frontal asymmetric closing should not be under-estimated.

To recover from an intentional negative spiral, the pilot must release the pulled brake and pay close attention to a strong canopy surge ahead.



Emergency Flying

In case braking controls are impossible, the canopy can be driven by utilizing risers 'C' and eventually land. Pay close attention to the length of the command, which should be shorter than braking commands.



Wingover

In order to perform a 'Wingover' the pilot must generate a strong pendulum effect by alternating turns on both sides. A complete closing of the canopy is possible.



Warning

A turn with an incline beyond 60° is considered acrobatic.



LOTUS^{ONE} - Up-keep and care



Warning

A good maintenance extends the life of your LOTUS^{ONE} for many years to come.

Storage

The LOTUS^{ONE} fabric is made mainly out of Nylon, which like any other synthetic material is sensitive to UV light radiation, causing it to decompose, losing its mechanical resistance, and thus increasing its porosity. For this reason, the unnecessary exposure to sun light, which carries a high UV radiation level in high altitudes must be avoided. It is highly recommended to leave the paraglider stored away and well protected when it's not being used in a dry place, protected from UV light and away from chemical products. Avoid keeping the paraglider in places with high temperature (trunk of the car).



Warning

After an accident or long time without using the paraglider must be checked.

Backpack

Your backpack was designed with comfort and practicality in mind. It's format allows for good content distribution. Shoulder straps and back support are padded so that comfort is not compromised during walks.

Folding your paraglider

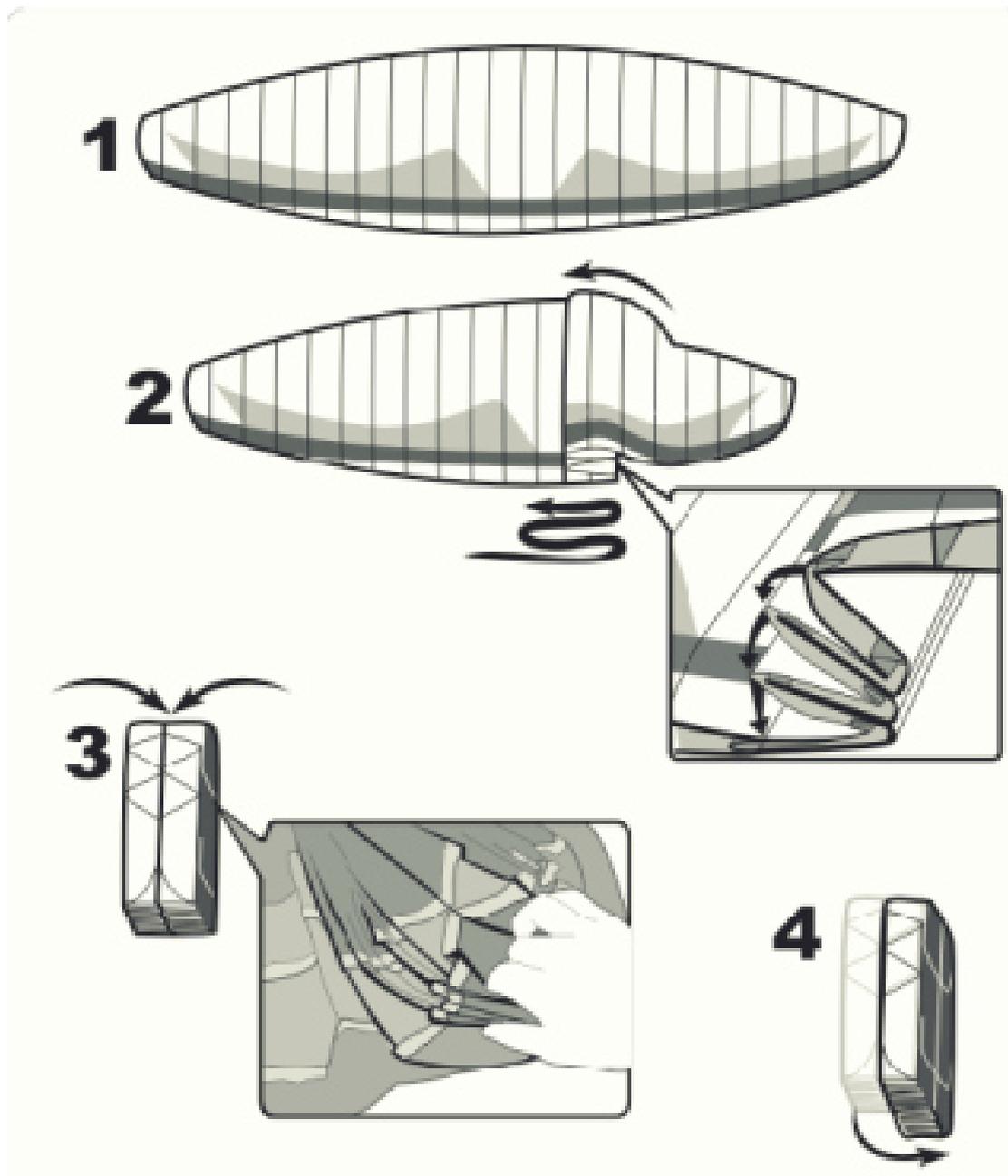
By following each step properly, you will be helping to preserve the life span of your equipment:

- Open the canopy completely on the ground.
- Place all the lines spread by the inner layer and risers in the middle outside the canopy on the trailing edge.
- We recommend folding your paraglider like an accordion. This will keep the profile reinforcements (Mylar/Carbon) from being crumpled and/or folded. By using this folding method, the paraglider will keep its takeoff and flight characteristics for longer.
- Keep folding to approximately 50 cm.
- Remove all the air by sliding your hand from the trailing edge to the leading edge.
- Make sure the volume is a little smaller than the protection bag.
- Avoid multiple folds at the same place.



Steps to fold the canopy

- 1 Open the canopy completely.
- 2 Packing the glider "accordion wise" as show in the figures.
- 3 Place each profile reinforcement over the corresponding cell.
- 4 Bring together the two parts and roll the canopy up without compressing too strongly.

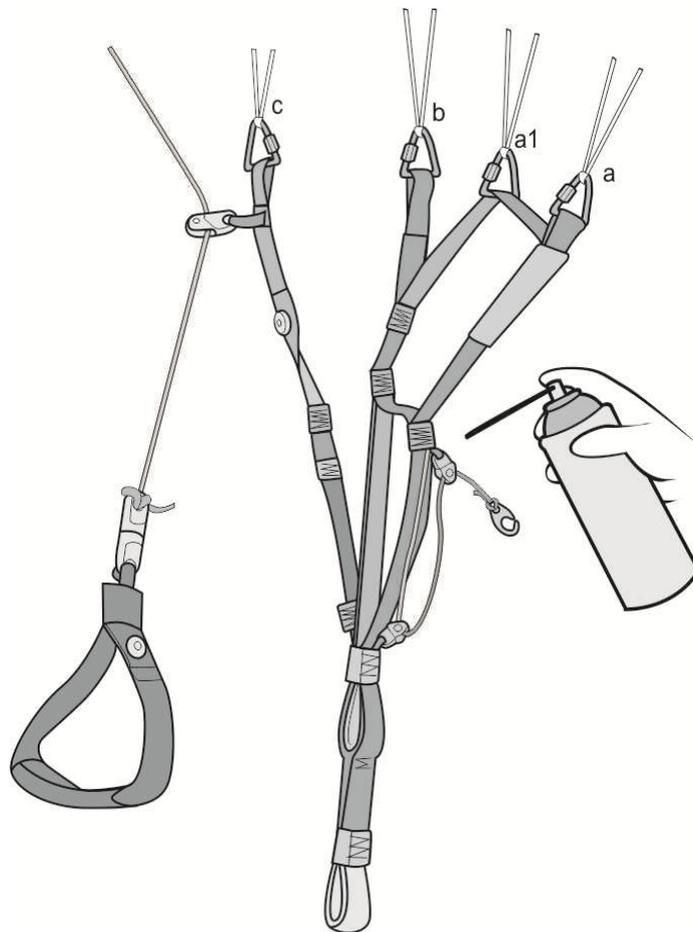


Cleaning

Cleaning must be performed only when it is absolutely necessary. We recommend the use of water only with a smooth sponge or cloth. Do not use any chemical product, since it will damage the material permanently.

Pulleys

It is important you keep pulleys lubricated because in case they do not work may consume the speedy handle or axle, apply paraffin or lubricant spray, read carefully about the lubricant to avoid spots and fabric consume. Do not apply on the sewing lines.



Warning

When buying the lubricant make sure that this product do not attack the material properties. This may affect the fabric and lines resistance.



Recommendations for a long life

- The **LOTUS^{ONE}** lines are made of Vectran. Individual line overloads beyond the normal range in flight must be avoided, because an excessive deformation of the line is irreversible, and becoming permanent. The same way, folding and creasing the lines must be avoided, specially the main lines. Never step over the lines or canopy, above all on hard surface.
- The canopy must be opened only on a clean surface area, since dirty can penetrate in the canopy's fiber, shorten the lines or spoiling the fabric. The lines must be kept from any entanglements on takeoff to prevent excessive deformation. Avoid storing the paraglider for long periods in areas with high humidity or heat, this causes premature aging of the materials. Keep away sand, stones or snow from entering the canopy cells because any weight on the trailing edge slows the canopy down, possibly creating a stall, furthermore, sharp corners may cut the fabric.
- During takeoffs and landings in windy conditions, a run-away canopy may hit the ground strongly and the shock may rupture the material.
- In case of line entanglement the brake lines may peel-off or a main line may get cut by a brake line, due to friction.
- On landing, avoid letting the Leading Edge fall forward and downward towards the ground because this may damage the materials that form the front of the paraglider and/or rip the sewn areas.
- The manipulation of the paraglider during ground takeoff, or a lot of wind speed up the aging process of your equipment.
- After a tree or water landing, the lines must be checked and tested. In case of salt-water contact, the paraglider must be soaked and washed with fresh water. Salt water might decrease the lines' resistance even if soaked with fresh water. The lines must be changed after contact with salt water.
- Never dry the paraglider directly under the sun. This must be done in a shaded area.
- After an accident send the paraglider for inspection to the manufacturer or distributor.



Warning

Your **LOTUS^{ONE}** was designed, tested and certified to perform the best. Any alteration of your paraglider will nullify your certification and jeopardize your safety. For these reasons we strongly recommend you to avoid altering anything on your paraglider.



LOTUS^{ONE} - Inspection

The first inspection check is mandatory completing 24 months or 100 flights, whichever comes first.

After the first inspection any wing has to be checked yearly or at each 100 flights, whichever comes first. In any of these inspections may occur that a shorter period of time for the next inspection will be defined (f. ex. 6 months or 50 flights).

In case of excessive use (permanent spirals and other extreme maneuvers) the period of inspection has to be shorter.

It is of utmost importance to follow these guidelines. Without performing the mandatory inspections, the paraglider loses its certification and the respective **SOL** warranty becomes null and void.

Always check your equipment after an incident or in case the canopy has been stored for a long time. Repairs must be performed only by the manufacturer, distributor or authorized personnel. Minor repairs could be handled by yourself, although we recommend that repairs should be performed by the manufacturer or authorized personnel. They have the necessary materials and tools to maintain your glider. Replace materials only with the originals. Using any other the glider will lose his certification.

LOTUS^{ONE} - Repairs

Tears

Along with your kit you get small adhesives for repair. Small tears up to 10 cm away from the line points may be fixed by you. Beyond that we advise you the maintenance be made by the manufacturer or by the registered workshop.

- Clean the spot where the adhesive will be applied with a humid cloth.
- It must be at least 2,5 cm more of the adhesive than the tear.
- Make the edges rounded to avoid to unglue after is glue.
- Apply on both sides of the tear.



Line breakage

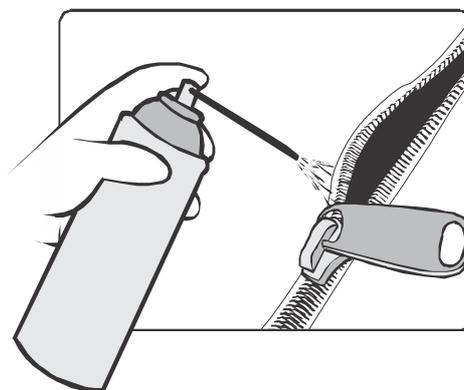
Along with your kit you get a 1.1 thickness line to make a little repair. When you repair we advise you to sew the unsowed point after you check the measure. Do not knot because it may diminish up to 80 % of the line resistance.

Sealing

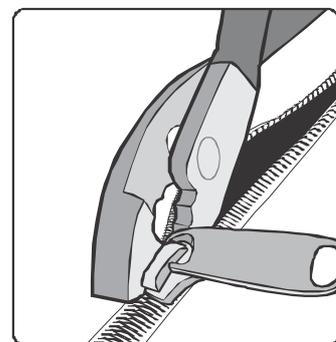
Along with your kit you get sealing for the carabines. Do not leave your risers without them because they avoid the movement of the screw nut making it impossible their opening.

Zipper

The backpack zipper must open and close softly. If there is any difficulty to move it you must apply paraffin or a spray lubricant to diminish the attrition among the components. You will notice the difference when you move it.



It is possible most of the times you fix by yourself the zipper. In case it does not close any more just pull it until the beginning of the position and with a pliers press both sides of the zipper.



Warning

We advise you the maintenance and repairs be made by the manufacturer or by a registered workshop.



LOTUS^{ONE} - Warranty

Every paraglider manufactured has a Warranty of **3 Years or 300 Hours** of Flight, whichever comes first.

Warranty Terms

1. This warranty is valid for all **SOL Paragliders** with LTF, EN or AFNOR certification, rated for leisure use only. The warranty includes defective materials and production errors.
2. This warranty does not include paragliders rated for professional use (school, competitions, aerobatics, etc). All paragliders used for competition or acro have a 1 year warrant for production errors.
3. This warranty is defined as repair or substitution of the defective paraglider parts determined by the producer.

Warranty Pre-requisites

1. A three-copied filled-out form: One copy to be sent to **SOL Paragliders** within 30 days after purchase; one copy to the sales person and one copy to the purchaser.
2. All flights must be logged providing information on date, place and length of flight.
3. The equipment must be kept in accordance with the instructions provided in this manual. All the storage, folding, cleaning and care instructions must be carefully taken.
4. Maintenance and inspections can only be performed by the manufacturer or authorized shop and must be properly documented.
5. The first inspection check is mandatory completing 24 months or 100 flights, whichever comes first. After the first inspection any wing has to be checked yearly or at each 100 flights, whichever comes first. In any of these inspections may occur that a shorter period of time for the next inspection will be defined (f. ex. 6 months or 50 flights). It is of utmost importance to follow these guidelines. Without performing the mandatory inspections, the paraglider loses its certification and the respective **SOL** warranty becomes null and void.
6. All shipping and handling expenses are paid by the owner.



7. The final decision on exchanging or repairing the equipment will be decided by **SOL Paragliders**. The corresponding equipment has to be sent to **SOL Paragliders** in the following way:

- a) Accompanied by a copy of all inspections and a log of all flights.
- b) Accompanied by a copy of the **SOL Paragliders** warranty form.

This warranty does not cover

- Any alterations on original fabric colors, lines and risers.
- Any damage caused by chemical products, sand, friction, cleaning products or salt water.
- Any damage caused as a result of errors during operation of the Paraglider, incidents or emergency situations.
- Any damage caused by inadequate operation of the Paraglider.
- Paragliders that may have been subjected of any alteration from the original design and without proper permission from **SOL Paragliders**.
- Damages caused by inappropriate transport, storage or settings of the paraglider.
- Damages caused by the use of not compatible components with the paraglider.
- Damages caused by the use of inappropriate packaging for the transport.
- Paragliders without original identification label and serial number.
- Handling inadequately to the instructions given in the owner's manual.

Nature and environment

Apart from self-evident things, like not leaving your rubbish behind, we would like to appeal for a thoughtful behavior towards animals, like birds of prey or game animals. If you notice, that your fly by affects those animals (like causing a shortening reaction) please increase your distance.

LOTUS^{ONE} - Out of use

Disused paragliders need a proper disposal. If you are not sure about the correct removal, please send your glider to **SOL** or your flying school.



Final words

Safety is the major theme of our sport. In order to fly safely, pilots must train, study, practice and be alert to the dangers around us.

In order to achieve excellent safety levels, we must fly regularly as much as possible, don't go beyond our limitations and avoid exposing ourselves to unnecessary dangers. Learning to fly is a slow process and takes years, so don't pressure yourself. If conditions are not favorable, keep your equipment stored away.

Don't overestimate your skills and be honest with yourself. Every year we see many accidents which in most cases could be prevented with a minor adjustment.

We are a part of the community in which we live: friends, family and even people we don't necessarily know worry about us. Our obligation towards this community is to keep ourselves healthy and that at each landing we will be one landing happier than before. We fly so that we can feel more alive.

We wish you good and safe flights with your **LOTUS^{ONE}**.

SOL Paragliding Team



LOTUS^{ONE} - Appendix

LOTUS^{ONE} S - Certification

Gleitschirm - Paraglider

SOL LOTUS ONE - S

Vor Gebrauch Betriebsanweisung lesen!
Read owners manual before using this product



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CEP: 89259-700
Jaraguá do Sul-SC - Brazil
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www.solsports.com.br

Musterprüfnummer / Type testing No:	EAPR-GS-0263/14
Angewandte Prüfrichtlinien: Applied norms:	LTF 91/09 & 926-1:2006, 926-2:2005
Musterprüfstelle / Testlaboratory Center:	EAPR GmbH 87730 Bad Grönenbach Germany - www.eapr.eu
Klassifizierung / Classification:	LTF - EN C
Schulungstauglich / Suitable for school use:	Nein / No
Betriebsgrenzen / Limitations	
Gurtzeugbeschränkung / harness restrictions:	GH
Fluggewicht / Total weight in flight:	70 kg - 90 kg
Sitzzahl / Number of seats:	1
Windenschlepp / winch:	ja / yes
Nachprüfintervall / Periodical check:	24 Monate oder 100 Flugstunden 24 month or 100 hours of flying
Merkmale / Notes	
Trimmer / Trimmer:	nein / no
Beschleuniger / Accelerator:	ja / yes 12 cm
Gewicht (ohne Packsack) / Weight without bag:	6,0 kg
Bemerkung / Comment:	Keine / none
Tragegurte / Risers:	4 (A, A', B and C)
Fläche projiziert / Projected Surface:	19,95 m²

Herstellungsdatum:
Date of manufacture:

Stückgeprüft durch:
Conformity checked by:

Serien-Nr.: Monat/ Jahr:
Serial No.: Month/ Year:



Gleitschirm - Paraglider**SOL LOTUS ONE - M**

Vor Gebrauch Betriebsanweisung lesen!
Read owners manual before using this product



SOL Sports IND. E COM. LTDA
Rua Walter Marquardt 1180
CEP: 89259-700
Jaraguá do Sul-SC - Brazil
info@solsports.com.br
www.solsports.com.br

Musterprüfnummer / Type testing No:	EAPR-GS-0248/14
Angewandte Prüfrichtlinien: Applied norms:	LTF 91/09 & 926-1:2006, 926-2:2005
Musterprüfstelle / Testlaboratory Center:	EAPR GmbH 87730 Bad Grönenbach Germany - www.eapr.eu
Klassifizierung / Classification:	LTF - EN C
Schulungstauglich / Suitable for school use:	Nein / No
Betriebsgrenzen / Limitations	
Gurtzeugbeschränkung / harness restrictions:	GH
Fluggewicht / Total weight in flight:	85 kg - 100 kg
Sitzzahl / Number of seats:	1
Windenschlepp / winch:	ja / yes
Nachprüfintervall / Periodical check:	24 Monate oder 100 Flugstunden 24 month or 100 hours of flying
Merkmale / Notes	
Trimmer / Trimmer:	nein / no
Beschleuniger / Accelerator:	ja / yes 12 cm
Gewicht (ohne Packsack) / Weight without bag:	6,2 kg
Bemerkung / Comment:	Keine / none
Tragegurte / Risers:	4 (A, A¹, B and C)
Fläche projiziert / Projected Surface:	21,20 m²

Herstellungsdatum:
Date of manufacture:

Stückgeprüft durch
Conformity checked by:

Serien-Nr. Monat/ Jahr
Serial No.: Month/ Year:



LOTUS^{ONE} L - Certification**Gleitschirm - Paraglider****SOL LOTUS ONE - L**

Vor Gebrauch Betriebsanweisung lesen!
Read owners manual before using this product



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Rua Walter Marquardt 1180
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Jaraguá do Sul-SC - Brazil
info@solsports.com.br
www.solsports.com.br

Musterprüfnummer / Type testing No:	EAPR-GS-0262/14
Angewandte Prüfrichtlinien: Applied norms:	LTF 91/09 & 926-1:2006, 926-2:2005
Musterprüfstelle / Testlaboratory Center:	EAPR GmbH 87730 Bad Grönenbach Germany - www.eapr.eu
Klassifizierung / Classification:	LTF - EN C
Schulungstauglich / Suitable for school use:	Nein / No
Betriebsgrenzen / Limitations	
Gurtzeugbeschränkung / harness restrictions:	GH
Fluggewicht / Total weight in flight:	95 kg - 110 kg
Sitzzahl / Number of seats:	1
Windenschlepp / winch:	ja / yes
Nachprüfintervall / Periodical check:	24 Monate oder 100 Flugstunden 24 month or 100 hours of flying
Merkmale / Notes	
Trimmer / Trimmer:	nein / no
Beschleuniger / Accelerator:	ja / yes 12 cm
Gewicht (ohne Packsack) / Weight without bag:	6,4 kg
Bemerkung / Comment:	Keine / none
Tragegurte / Risers:	4 (A, A', B and C)
Fläche projiziert / Projected Surface:	22,49 m²

Herstellungsdatum:
Date of manufacture:

Stückgeprüft durch
Conformity checked by:

Serien-Nr. Monat/ Jahr
Serial No.: Month/ Year:



Gleitschirm - Paraglider**SOL LOTUS ONE - XL**

Vor Gebrauch Betriebsanweisung lesen!
Read owners manual before using this product



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Rua Walter Marquardt 1180
CEP: 89259-700
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www.solsports.com.br

Musterprüfnummer / Type testing No:	EAPR-GS-0261/14
Angewandte Prüfrichtlinien: Applied norms:	LTF 91/09 & 926-1:2006, 926-2:2005
Musterprüfstelle / Testlaboratory Center:	EAPR GmbH 87730 Bad Grönenbach Germany - www.eapr.eu
Klassifizierung / Classification:	LTF - EN C
Schulungstauglich / Suitable for school use:	Nein / No
Betriebsgrenzen / Limitations	
Gurtzeugbeschränkung / harness restrictions:	GH
Fluggewicht / Total weight in flight:	105 kg - 125 kg
Sitzzahl / Number of seats:	1
Windenschlepp / winch:	ja / yes
Nachprüfintervall / Periodical check:	24 Monate oder 100 Flugstunden 24 month or 100 hours of flying
Merkmale / Notes	
Trimmer / Trimmer:	nein / no
Beschleuniger / Accelerator:	ja / yes 12 cm
Gewicht (ohne Packsack) / Weight without bag:	7,0 kg
Bemerkung / Comment:	Keine / none
Tragegurte / Risers:	4 (A, A¹, B and C)
Fläche projiziert / Projected Surface:	24,27 m²

Herstellungsdatum:
Date of manufacture:

Stückgeprüft durch
Conformity checked by:

Serien-Nr. Monat/ Jahr
Serial No.: Month/ Year:



LOTUS^{ONE} - Inspection

Owner:

Address:

Phone:

Date:

Item	Condition
<i>Cells</i>	
<i>Dacron re-enforcements</i>	
<i>Top</i>	
<i>Bottom</i>	
<i>Leading Edge</i>	
<i>Tabs</i>	
<i>Upper A-Lines</i>	
<i>Upper B- Lines</i>	
<i>Upper C- Lines</i>	
<i>Midle A- Lines</i>	
<i>Midle B- Lines</i>	
<i>Midle C- Lines</i>	
<i>A-Main-Lines</i>	
<i>B- Main-Lines</i>	
<i>C- Main-Lines</i>	
<i>Stabilizers' Lines</i>	
<i>Brake-Lines</i>	
<i>Internal Cell Walls</i>	
<i>Cross Ports</i>	
<i>Maillon Rapides</i>	
<i>Toggles</i>	
<i>Risers</i>	
<i>Porositätstest</i>	

Observations:

