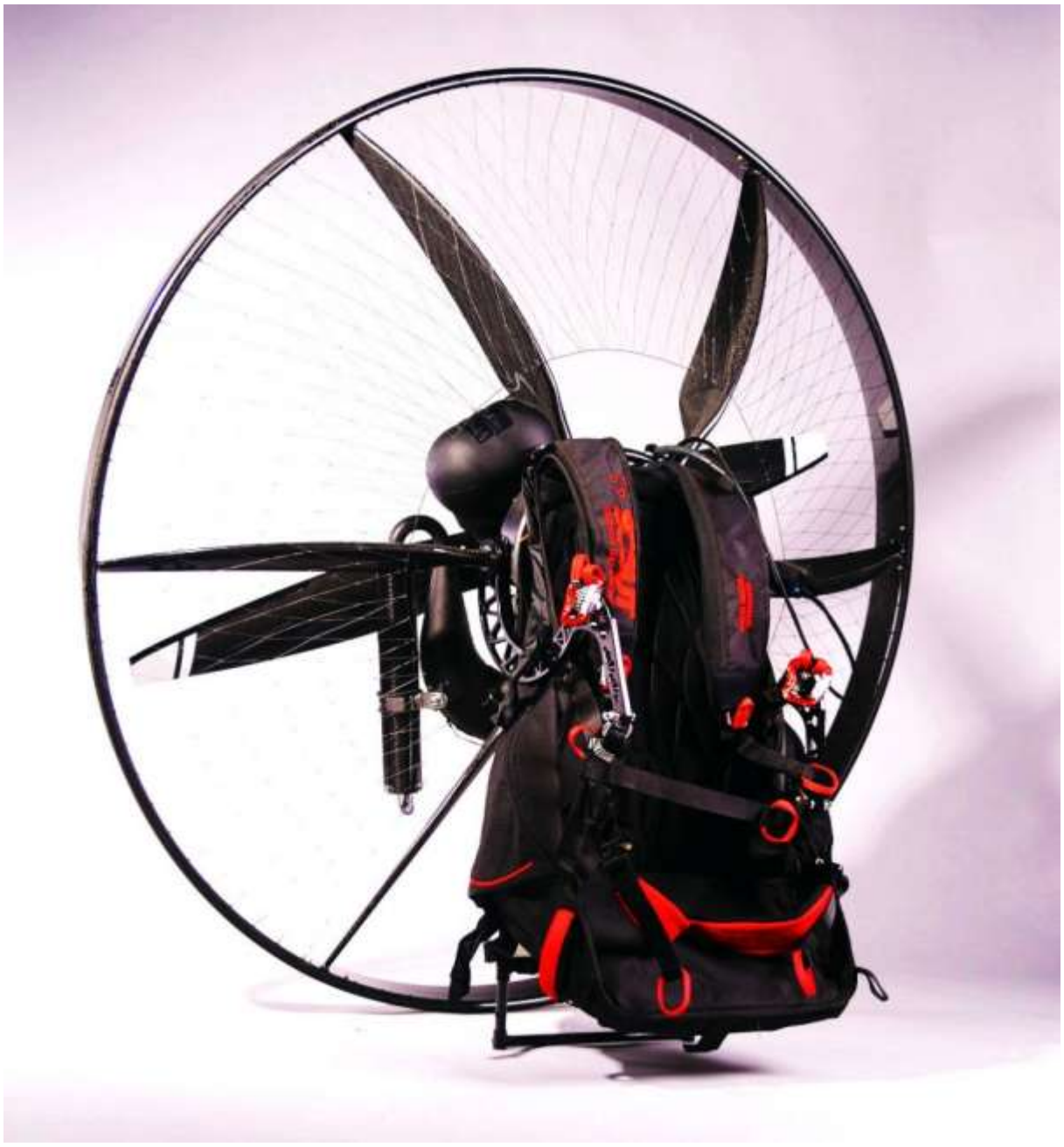
SCOUT carbon paramotor



User manual.

1 A big thank You.

Dear SCOUT pilot. Thank you very much for choosing the SCOUT.

We believe that the SCOUT is the most innovative paramotor. We have are fully engaged in research and development to ensure the best flight characteristics, maximize safety and to deliver the pure joy of flying. The paramotor has been made in Slovakia and has passed strict quality checks before expedited to You.

Please, do not hesitate to contact your dealer on me directly, should you need any help or advice.
We would also like to get your feedback and impressions about SCOUT for further research and development.

Fly safe and enjoy
Miroslav Svec, SCOUT lead designer.

miroslav@scoutparamotor.com
+421 907 561 083 (direct mobile phone, UTC+1)
skype: mirosvec

2 Important notice.

The user is not authorized to make any modifications on the paramotor, that would differ from original specifications and characteristics. Should the user perform such modifications, this may cause loss of varanty.

Powered paragliding involves risks:
Read this manual carefully before using the SCOUT paramotor!
Keep in mind that you will be using SCOUT paramotor at your own risk. Since flying powered paragliders is a risky sport, whether with a paramotor SCOUT or any other, warranty does not cover accidents, bodily injury and / or death. Make sure that you have completed all the necessary checks on paramotor and paraglider before every flight. Never fly with teh SCOUT paramotor, if you find any malfunction or damage.

This instruction manual is not a substitute for training nor obtaining valid pilot license!
To fly the SCOUT paramotor, pilot is required to have proper training and gain skills. Always obey rules in your country.

Your engine was was not broken-in![1]

Every SCOUT paramotor is tested before shipping. We only do a few test starts to test wiring of kill switch, SafeStart and the PPG meter. Please do the brake-in according to the manual supplied by the engine manufacturer.

[1] unless stated differently on next page.

3 Your paramotor

Basic data	
Unit type	Propulsion unit for powered paragliding
Name	**SCOUT paramotor**
Manufacturer	**SCOUT aviation s.r.o.** Hadovská cesta 870, Komárno 945 01, Slovenská Republika IČO: 47 507 292 contact: Ing. Miroslav Švec Tel: +421 0907 561 083 Email: miroslav@scoutparamotor.com www.scoutpatamotor.com
Date of assembly	
Frame serial. number	
Engine /manufacturer	
Engine serial. number	
Engine break-in	☐ done by manufacturer ☐ has to be done by user
Total engine hours on the date of first sale	
Basic technical specifications	
Weight	
Dimensions	Cage diameter 1484 mm. Suitable for propeller up to 1320mm
Fuel tank	12 litres
Equipment	
SafeStart	Yes
Hook-in type	☐ weight-shift bars with medium position (standard) ☐ hybrid low hook-in system for enhanced weight-shift
Throttle controll	☐ standard pistol type (right or left hand) ☐ Vittorazi V-throttle (right or left hand) ☐ Cameleon fingert throttle controler left ☐ Cameleon fingert throttle controler right ☐ other:
PPG meter	☐ yes ☐ no
Fuel sensor	☐ yes ☐ no
Propeller	☐ fixed-pitch, 1320 mm, carbon ☐ fixed-pitch, 1320 mm, fiberglass ☐ adjustable, 1320 mm, carbon ☐ other:
Cage bags	☐ yes ☐ no
Travel bag	☐ yes ☐ no

4 Records of owners

1. owner
Name:
Address:
Tel
Email
Date from
Date to
Modifications on paramotor:

2. owner
Name:
Address:
Tel
Email
Date from
Date to
Modifications on paramotor:

3. owner
Name:
Address:
Tel
Email
Date from
Date to
Modifications on paramotor:

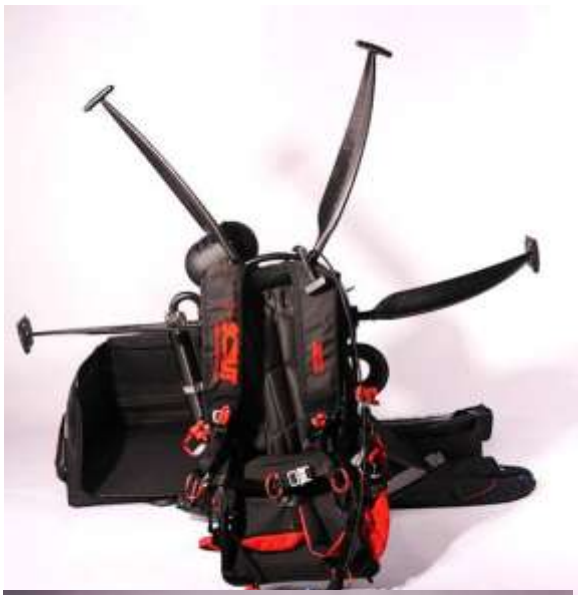
4. owner
Name:
Address:
Tel
Email
Date from
Date to
Modifications on paramotor:

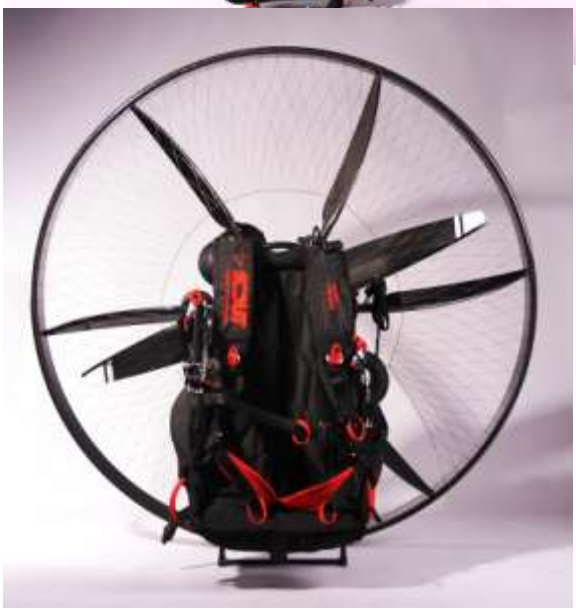
5 Paramotor assembly

Tips for cage assembly

SCOUT paramotor comes completely assembled and pilot only needs to install the cage and propeller. For assembly, please follow these steps:

1. lay the paramotor down, engine facing down
2. **pull out the telescopic stand by 10 centimeters**, make sure the pins pop out. You will regret later if you forget this now :-)
3. flip the paramotor with the harness facing down. We recommend to rotate the bars forward and lay the paramotor on the bars.
4. install two lower arms on frame
5. install the low ring section
6. let the paramotor stand like on the first picture
7. install all other arms like on this picture (second picture)
8. Take the 5 ring sections out of the bag, keep them folded together.
9. Keep the carabiner locked throughout the whole process - this prevents the netting from tangling.
10. Look at the INNER ring section and find out which side it fits.
11. Approach the paramotor from front so that the netting stays in front of the arms.
12. Place the inner ring section on to the lower arm on respective side **while still keeping all folded ring sections together**. We recommend to push the ring section **only halfway** on the arm, just enough so that it stays in place. Do not try to push it all the way down to lock it in place as this might be difficult with all the folded ring sections in hand. And it is unnecessary for now.
13. **Leave the other end of the first ring section free. Leave the free end of the section on the OUTER side**.
14. While the first section is in place, "unfold" the remaining four and place the inner section on the next arm (3 or 9 o'clock). Again, enough to push only halfway. Again, enough to connect only one end of the section. Again, leave the other end of the ring section free on the outer side.
15. Repeat with all other sections
16. It may be necessary to unlock the carabiner on the netting to be able to put the last ring section in place





17. At this point you should end up with all sections pushed half-way only with one end.
18. Now finish the assembly of the cage by pushing the section onto the arms until the pins click. sometimes you have to work with the joint a little as we tried to make it maybe too precise.
19. You will need to press hard when connecting the last joint.
20. Now, unlock the carabiner on the netting and place the longer end of the line behind the harness and THROUGH the ring on the tensioning strap behind the harness
21. Connect the carabiner onto the SECOND knot on the line.
22. Tensioning: with one hand press the line down and simultaneously pull the tensioning strap.
23. Done:-)

Disassembly is basically the reversed process:

1. Loosen the tensioning strap
2. Unlock the carabiner on the tensioning line.
3. Take the longer end out and place it in front of the harness and lock the carabiner on the first knot. This will prevent tangling of the netting.
4. Unlock the first joint on the ring, whichever you want. Yes, this requires some power.
5. Unlock ONLY ONE end of each ring section only. Leave the free ends on the outer side. use small continuous movements. This makes it easier and prevent a large sudden impact when the joint lets go.
6. Then unlock the other end of each ring section but keep it half-way on so that each section is still in place. This prevents the ring sections from falling or hanging and tangling around.
7. Take one low ring section and fold it forward and place it ON TOP of the next section.
8. Take the two together and fold them on the third
9. fold all of the cage parts and put into the bag

Mounting the fixed-pitch propeller:

1. Put the two propeller blades together. The joint is asymmetric, so if the surfaces of two blades are not aligned, you have put the blades together in wrong way.
2. Insert the aluminum tube inside the center hole. **Do not use the propeller without inserting the center tube!**

Dôležité upozornenie: Nikdy neštartujte motor bez riadne nasadenej vrtule!

3. Place the prop on engine.
4. Place the black disc on the prop and put the bolts in.
5. Use adequate force to screw the bolts. We recommend to use hand tools only. Do not use long lever for tightening the bolts.

Handle the propeller with care.
Never use it to hold the paramotor.
Never fly with a damaged propeller. Let the manufacturer or authorized personnel repair the propeller.
Should unusual vibrations occur, do not fly with the propeller and contact the manufacturer.

Reserve parachute

SCOUT paramotor is equipped with a container for reserve parachute, but the reserve parachute is not included!
Installing the reserve parachute into the container under the seat is easy. Make sure that the reserve bridle is always on the outer side and nothing prevents throwing of the reserve. Consult your dealer or instructor if you do not feel confident in proper installation.

Make sure that the bridle is always on the outer side and nothing prevents throwing of the reserve.

6 Motor break-in

The paramotor comes with brand new engine if not specified otherwise.

Do the engine break-in according to user manual provided by engine manufacturer.

7 Harness setting

Hang-point setting

Do the harness adjustment and hang test before first flight.

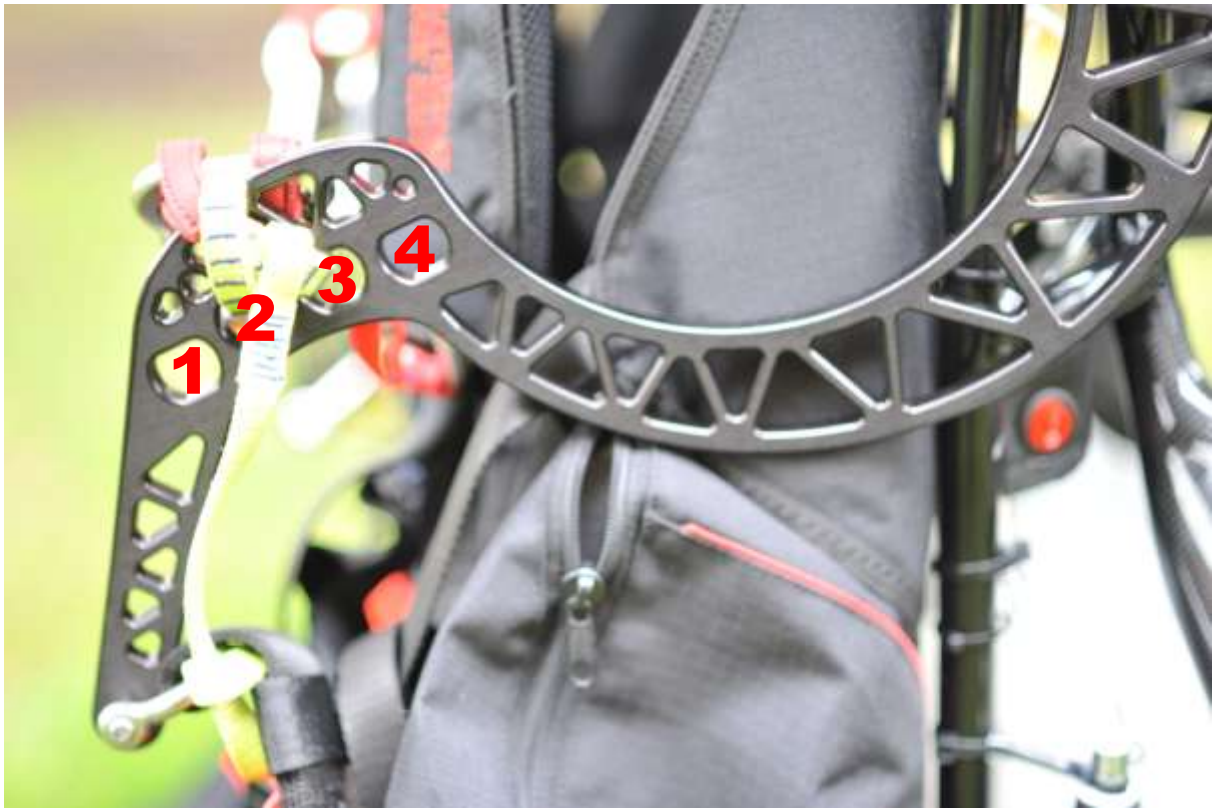
The best position is 0-5 degrees reclined as measured on the propeller hub. Being reclined more may be dangerous and makes paramotor less efficient. Being inclined forward may be dangerous as paraglider brake toggles may get very close to propeller.

There are 4 holes on the standard weight-shift bars. These holes are used for straps that the main carabineers are attached with. For pilots of around 85kg the best position is to use the second and third hole, that is in the middle.

Lighter pilots will need to move the hang points to back, i.e. through the third hole, ore third and fourth. Very light pilots may use the fourth only.
Heavier pilots may need to move the hang points to front, through the first and the second for example.
There are 7 settings possible.
Picture on next page shows the position of the holes on the bars.

Never fly without testing the setting.
Do the hang test on ground!.

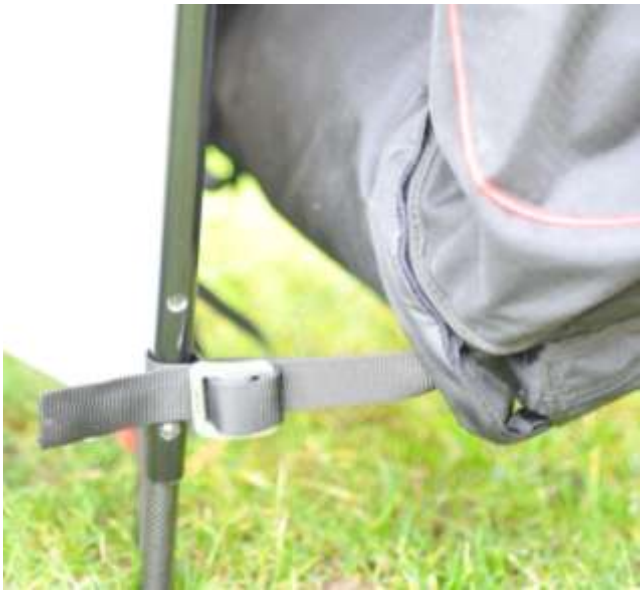
Use same setting on both sides.



Straps adjustment

Set the straps on ground to match your body size. Do your hang test to make sure the harness is comfortable in flight.

There are two relatively short straps that fix the harness to the frame below the tank. Make sure these are loose (at least 12-14 cm free length). If you set them too short, the seat will be pulled back and you will feel like the harness is too small for you.



We recommend to loosen the rucksack straps a little before launch.

8 Pre-flight check

Before every flight, make visual check:

Cage and frame	No cracks or damage all pins and safety catches are in place netting without damages and properly tensioned free up/down movement of the bars without excessive motion to the sides
Harness	Straps without damage Harness attachement to the frame without damage or wear
Propeller	No cracks or broken material Bolts tight Sufficient clearence form cage and fuel tank
Fuel tank	Cap in place, no leaking fuel No cracks or holes Strap tight
Engine	Rubber mounts withou damage Exhaust and silencer without damage, all joiunt stight, springs in place Belt correctly tightened
Reserve chute	Hooks in place, visible through transparent material on the container Handle not loose, held in place with velcro
Engine test	Warm-up the engine, run idle, acceleration to full power, idle again - motor has to run smoothly in all regimes Test the kill switch

DO NOT FLY IN ANY CASE OF MALFUNCTION.
LET EXPERTS DO THE REPAIR.

Perform the same check after each flight.

9 General safety rules

Only pilots with apropriate training are alowed to operate the SCOUT paramotor. In some countries pilot license may be required.
Use the SCOUT paramotor only with paragliders made for powered paragliding.
Always use a helmet, even during engine check on ground.
Do not touch the hot parts (engine, exhaust, ...) or the moving parts (propeller, belt).
Ensure sufficient clearance before starting the engine.
Prevent any object from getting into rotating propeller (grass, wood, cloth, helmet, ...).
Always perform preflight check.
Make sure conditions are suitable for flight.
Read the terrain, weather and wind. Watch the airspace around for other aircrafts.

10 Maintenance

Do the maintenance of engine according to manufacturer's manual.

Every 30 hours or 12 months do following maintenance:

1. clean, check and grease the slide joints of the moving bars
2. uninstall the harness and check the straps that the harness is attached to frame with
3. replace fuel lines and fuel filter, check the tightness of the valve in the fuel bulb
4. replace the batteries in the SafeStart device every 12 months

Use lukewarm soap solution to clean the harness. The harness must not be cleaned by any chemical agent or washed in the washing machine! Using hot water or chemicals may weaken or damage the material. Dry the harness after cleaning, avoid direct sunlight.

Harness must be stored in a dark, well-ventilated room, and also must be protected from temperature fluctuations. Harness must not be stored in a room with thinner or other aggressive chemical agents.

11 Warranty

Warranty is 24 months from the date of sale. The warranty applies to material and structural defects . The warranty does not cover damage caused by careless, improper treatment , failure to follow operating restrictions and instructions for maintenance and inspection . Failure to meet the deadlines of periodic inspections guarantee, warranty ending on the date of the last inspection. Warranty does not cover repairs made to other entities than the manufacturer or an authorized service technician. In the event of any interference with the paramotor , which will be conducted by the manufacturer or authorized person will void warranty .

Spare parts, accessories and components are thoroughly tested by the manufacturer to meet the demanding requirements for reliable and safe operation of the paramotor . Use only original parts, accessories and components. If other parts, accessories and components as supplied by the manufacturer are used, paramotor manufacturer cannot guarantee proper functioning and safety of operation and paramotor warranty is void.

Any damage or resulting defect that prevents the use of the paramotor must be reported to the manufacturer. After examining the extent of the damage, or to identify the cause glitches manufacturer shall determine necessary repairs. The manufacturer may authorize a responsible person to carry out repairs.

We reserve the right to modify instructions for use.