INSTINCT

JOJOWINGS

JOJO WINGS, s.r.o.
Chvalínská 2109, 413 01 Roudnice nad Labem
tel./fax: +420 416 831 863, tel.: +420 602 424 785, e-mail: jojowings@jojowings.cz, www.jojowings.com

Dear Customer,

Thank you for choosing our paraglider, the INSTINCT. We are sure you will be happy with our new glider. The INSTINCT will provide a high level of performance and superb handling while still providing a maximum level of stability. With proper care your new glider will provide you with hundreds of hours of safe and enjoyable flying. Any questions and/or comments can be directed to our company.

Sincerely
JOJO WINGS

Michaela Machartová

PRE-FLIGHT INSPECTION

Before launch, inspect your glider carefully. The best technique is a circular walk around the glider, starting at a tip of the leading edge.
A suitable pre-flight checklist would entail:

1. Walk along the leading edge checking the connection points between lines and canopy, and check for any sail damage.
2. Check the suspension lines for tangles and damage
3. Check the rapid links and carbines
4. Check the brake lines and pulleys
5. Check the harness, belts, links, speed system and reserve parachute

PREPARATION FOR TAKE-OFF

After pre-flight inspection of glider and equipment, the optimum shape to lay the glider out is a symmetrical horseshoe on its top surface. All suspension lines must be cleared of knots and tangles.
Special attention must be paid to the speed system to ensure that all lines and pulleys are in free and clear operation.

TAKE-OFF

The INSTINCT has the normal inflation characteristics of any standard paraglider without any unusual trick or secrets.

LANDING

Landing should be executed from straight and level flight into the wind. Each landing must be executed with due respect to the conditions. When landing in zero wind conditions, final approach requires approximately 10-15% brakes with a FULL FLARE. In high wind conditions, little or no brake pressure should be applied so as to increase the forward speed of the glider, and touch down should be at zero forward speed. After touch down be prepared to douse the glider completely by turning around and using the „C" risers instead of the brakes.

SPEED SYSTEM

By applying the speed system the gliders angle of attack and distribution of pressure will change. Beware that the glider is much more prone to front tucks when the speed system is fully applied, especially in turbulent conditions. A simple release of the speed bar will return the glider to trim flight position. For optimum use of the speed system, a two step speed bar system is recommended.

BRAKE LINE ADJUSTMENT

The brake toggles of the INSTINCT are attached to the brake line by the manufacturer by a reef knot. Each brake line is clearly marked above the brake toggle knot, this is a MINIMUM brake line length to be maintained.
DO NOT ADJUST TOGGLE LENGTH ABOVE THIS MARK!!

STEERING AND HANDLING

The factory trim setting is designed to be proportional to the input from the pilot. As with all paragliders, an increase in brake pressure and weight shift will change the bank angle, diameter of turn, and the sink rate. The INSTINCT’s brake pressure will increase progressively until stall speed is approaching, at which point brake pressure will start to decrease rapidly. This characteristic is an early warning sign for pilots to correct input.

FLYING IN TURBULENCE AND THERMALLING

The INSTINCT is designed to be collapse resistant up to certain degree of turbulence even when flying at top speeds. When flying through strong turbulence it is recommended that you stabilize the glider by applying about 25% brakes on both sides. An experienced pilot may also increase the overall stability of glider by „actively" flying the canopy. Active flying means using pilot input to keep the wing as stable and efficient as possible. This includes proper surge control through the use of brakes. Before flying in strong thermal conditions, you should be familiar with advanced canopy control techniques.

INCIDENTAL FLIGHT REGIMES

Deep/Constant Stall

The INSTINCT does not have a tendency to enter or stay in a deep/constant stall. It is important to know that due to weather condition or pilot input this maneuver is attainable. To exit this maneuver the recommended method is to insert your hand between the „A" and „B" risers and apply forward pressure on the „A" risers. This will help the glider attain forward speed to assist returning to normal flight.
*Note: Smooth and constant pressure must be applied on the „A" risers. Abrupt and jerky movement of „A" risers is NOT effective!

Spin / Negative Spin

It is possible to stall only one side of the glider resulting in a spin. If you notice this occurring, immediate return of brakes to trim level is the most effective response. The glider will return to normal flight. The recovery and return to normal flight can take an additional 180 degrees of turn and pilot must be prepared to brake the recovery surge and deal with a possible asymmetrical collapse.

Full Leading Edge Collapse

If a full leading edge collapse occurs with enough elevation the glider will immediately re-inflate and return to normal flight. The re-opening can be assisted by the energetic pulling of both brakes with immediate return to hands up position.

Asymmetrical Collapse

An asymmetrical collapse can occur in strong turbulence. Depending on the size of the collapse, the INSTINCT will start re-inflate and slowly turn up to 180 degrees. It is possible to slow down/stop the turn by weight shifting away from the collapse and applying the brake on the open side of glider. To speed up the re-inflation the pilot can give the closed side brake a few deep pulls.

DESCENT TECHNIQUES

B-Line Stall

The B-Stall is a fast descent maneuver for use in emergency situations only. B-Stall is performed by symmetrically pulling down on the B-risers. From normal straight flight grasp the „B" risers at the quick link and pull them down. Do not over pull, „A" risers must maintain trim position. The glider will shrink chord-wise, and you will feel your forward speed decrease as your decent rate increases. To exit the maneuver, release the risers in a quick and symmetrical motion. There will be a mild surge as the glider regains forward speed and returns to normal flight.

*NOTE - ALL INPUTS WHILE EXECUTING B-STALL MUST BE DONE QUICKLY AND SYMMETRICALLY.

Spiral/Spiral Dive

The glider can enter a spiral dive by gradually increasing the bank angle on a 360 degree turn. Be aware that too much initial brake input could induce a spin. If you detect the beginning of a spin simply release the brake and start again. As the bank angle increases so will your descent rate and G forces on you. To exit the spiral dive you slowly decrease the amount of inside brake. You should exit a spiral dive at least 200m AGL. The spiral dive can produce a very high sink rate, but for rapid decent in turbulent conditions it is not recommended.
The INSTINCT does not stabilize in a spiral dive, but it is easy for pilot to become disoriented so we recommend that this maneuver should be executed only by experienced pilots.

Full Stall

Never full stall your glider without proper training and/or proper supervision. Full stall should only be performed over water with a reserve chute or in an emergency situations. NEVER FULL STALL WITHOUT SUFFICENT ALTITUDE!

BIG EARS

Big ears are made by continuous and symmetrical pulling of risers particularly made for this reason. The system of A lines of Instinct is specialy done for gradual wingtips collapsing.

TOWING

The INSTINCT is suitable and approved for towing, provided the pilot has the relevant license or towing endorsement. For any tow systems, it is a must to seek professional instructions.

STORAGE AND MAINTENACE

With proper care and maintenance your glider will give you many hours of excellent service. Never pack your glider in damp or wet conditions. Avoid leaving the unpacked glider in direct sunlight and do not expose your glider to high temperatures. Always store your paraglider in dry, ventilated storage away from the daylight. Do not store the paraglider with dyes, paints, chemicals or gasoline. If glider needs cleaning use only a soft sponge and clean, warm water. As a rule - leave it dirty. No paraglider lost performance from being dirty.
NEVER USE ABRASIVE CLEANERS, SOLVENTS, OR SOLVENT-LIKE CLEANERS.

REPAIRS

If your glider is damaged in any way, you should contact the manufacturer or an authorized dealer. Very small holes and cuts in the sail can be repaired using sticky-back Ripstop Skytex repair tape as long as the tear is not on the stitching of the sail and a large overlap (on both sides) is used. Any major damage of the canopy, lines and risers should be repaired only by the manufacturer or an authorized dealer. Any damage to the line (even if it is only the outer sheath) means a new line should be ordered immediately.

INSPECTIONS

The first through-out inspection by the manufacturer is recommended after first 2 years/100 hours of flights and yearly inspections thereafter.

HARNESS

The firm JOJO WINGS do not producing harness for paragliding. Glider INSTINCT was tested with harness f. SUP-AIR, with systém of stabilization ABS. The distance between carabines is 45 cm.

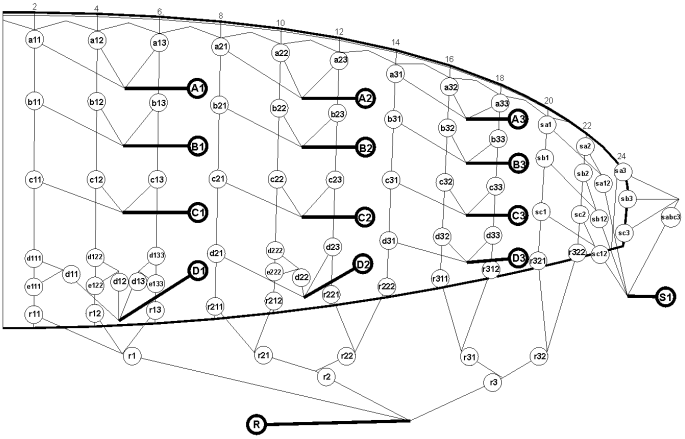
LIST OF MATERIALS USED ON THE INSTINCT

PART OF GLIDER / PRODUCT / SPECIFICATION / MANUFACTURED

Top & bottom sail; ribs, diagonals - Polyamid 41 g/m2 f. Porcher Marine, Toray
Leading edge/ribs reinforcement - Gitter-Polyester + folie-Mylar 210g/m2 f. Polyant
Top,bottom panels hem - Polyamid 9,5 mm f. Güth&Wolf
Line attachment loop - Polyamid 15 mm f. STUHA a.s.
Brake line attachment loop - Polyamid 13 mm f. Güth&Wolf
Hems & line ends - Thread -BN60 Polyamid f. Barbour Threads Ltd.
Sail seams - Thread -SABA 50 Polyester f. AMANN Sponit
Risers - Threads BN13 Polyamid f. Barbour Threads Ltd.
Lines – top, brakes - Dyneema D 1,1 mm f. COUNSIN
Lines - main - Kevlar D1,8; D1,5 mm f. Edelrid
Lines - brakes - Polyester D 2,0 mm f. COUNSIN
Risers - Polyamid 25 mm f. Mouka Tršnov a.s.
Brake toggles - Polyamid 28 mm f. STAP a.s.
Carabines – Mailon rapid
Pulley brake line - RN302 Nylon / Alu f. Riley
Pulley speed system - FL02A Alu f. AUSTRI ALPIN

2989 2880
816 786
11837 11406

7431
7160
9735
9380



TECHNICAL DATA	S	M
area flat	26	28
area projected	22,1	23,8
span flat	11,36	11,84
span projected	9,2	9,7
number of cells	46	46
aspect ratio	5	5
weight	5,5	5,9
take-off weight	65-85	85-110
take-off weight for PPG	65-110	85-143
category	standard	standard
test	AFNOR	AFNOR