



Pilots Guide

Created by Pilots for Pilots



**The Latest
Technology &
Design**



**Quality
Materials &
Craftsmanship**



**Agility,
Precision &
Performance**

weFLY

Thank you

Thank you. We are delighted that you have chosen our weFLY.

We welcome you to the iFLY pilots' family circle and welcome you to the team! iFLY Gliders is founded and run by professional paraglider pilots and free-flying enthusiasts. We aim to build high-quality paragliders with excellent flying performance and longevity for a reasonable price. Your glider is built with the latest cutting-edge design, quality fabric and material, and precision craftsmanship.

Trust and confidence in your glider are the most important assets for continuing to enjoy flying.

We prepared these pages to help you quickly familiarise yourself with the weFLY glider. weFLY is developed for those pilots who are looking for something special for themselves and their passengers:

- ✓ easy take-off and landing
- ✓ intuitive thermal flying
- ✓ stress-free play with turbulence
- ✓ the best quality from Europe
- ✓ service that deserves the name
- ✓ solid build quality and longevity

WeFLY has its character and wants to be flown in its way: direct, sensitive, and intuitive.

Please read this manual and familiarise yourself with the information and instructions regarding safety, equipment and operating instructions.

Safe and joyful flights!

Team iFLY

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Hello, dear fellow pilot, and welcome to the family. Here is a little about iFLY and us: Fahri and Oguzkan.

We formed iFLY with a single dream: to make the best gliders! Years of flying experience with a wide range of equipment go into our R&D. We use top-quality European-originated material in our product range and quality control at every step of production. We want iFLY pilots to trust their gliders and confidently build their flying ambitions.

We are an interdisciplinary team of founders, managers, engineers, graphic designers, computer programmers, flight instructors, etc., but above all, we are pilots. Paragliding is a way of life and joy for us. We invest all our energy, experience and expertise in building and improving our product range.

Our workshop is based in Fethiye, and most of our R&D is here. Oludeniz is our testing and playground arena year-round, making it all possible. We breathe in the air of paragliders and fly with many pilots from all levels and different gliders daily.

We are also blessed with and very appreciative of all the local support we are getting. It is always great to test flights and get comparisons and feedback from our local and visiting pilot friends. Thank you to Babadag Teleferik for great logistical and PR support and to Fethiye Municipality, the Governor, and everyone else for all their help and support.

Thank you

Oguzkan&Fahri

iFLY Gliders @<https://iflygliders.com>

Designed, built and serviced by pilots for pilots.

◆ Intuitive Flying ◆ Precision Handling ◆ LTF/EN-B ◆ High Performance ◆ Durable Light Weight ◆ Longevity

weFLY is designed for professional pilots to fly together with their passengers. It provides significant comfort and ease for launch, gliding, landing, and inflight manoeuvres under various air and climate conditions. The all-new, ground-up design of the weFLY internal structure provides a longer life span for its minimal weight while reducing the cost per flight for professional pilots.

The design features in weFLY, and the light material and construction techniques give the wing great agility and a responsive feel in the air. It provides improved glide performance, speed, sink rate, handling, and recovery on par with solo wings. No-wind inflations with the trimmers in the slow position are incredibly easy. It also allows taking off at slower speeds in a short distance.

For all those who want to offer their passengers an acrobatic experience, weFLY can precisely and stress-free fly SATs, Asymmetric Spirals, Mysty Flips, and Helicopters, thanks to the total control provided by the unique brake geometry. The gliders' long trim range offers a wide range of speed-to-sink characteristics, making it easy to adjust for lighter passengers.

Certified EN B, you can choose standard, soft or light spreaders.

WeFLY is only sold after a personal consultation with us or one of our partners. We can clarify and advise you on the prerequisites and perfectly match harnesses, tandem spreaders, and other gears for your specific level and requirements.

Safety, security, nature

Flying is one of life's greatest pleasures; to some, it is life. Let us keep it that way for ourselves, our family and loved ones, fellow pilots, spectators, nature, animals, and future generations.

Please respect the environment, birds, other pilots, your equipment, the air, and the public. Live to spread the love, joy and pleasure of flying!

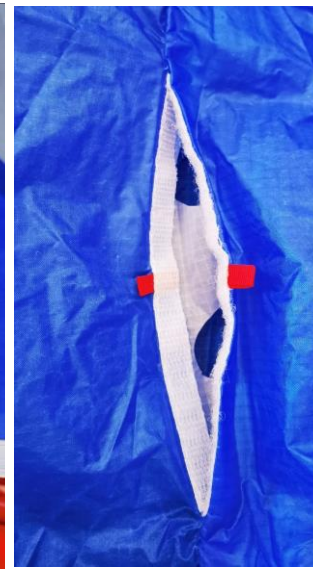
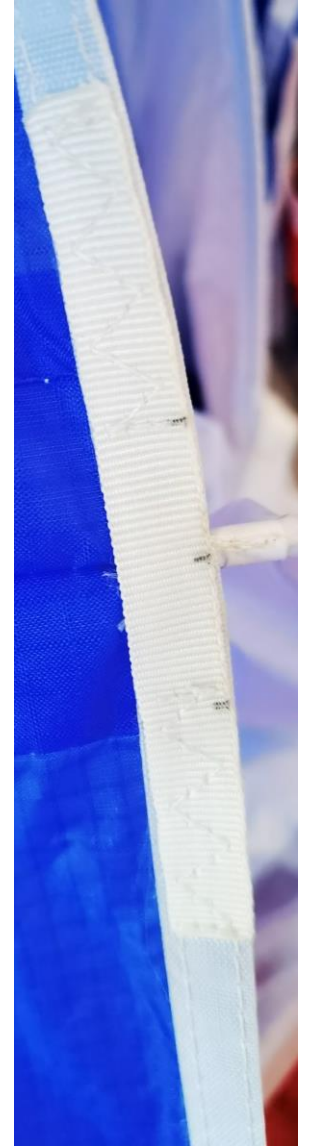
We intend to avoid boring you with the standard manual safety advice or notices and warnings. You should have known all these by now. Please continue improving your skills and safety knowledge on the ground and in flight. Practice makes it perfect; practice as much as you can.

Key ingredients to keep the joy and love of flying:

- ◆ Qualified, responsible, and confident pilot, physically and mentally healthy
- ◆ Reliable analysis and assessment of weather conditions and the terrain on the ground and in the air continuously
- ◆ Right and fit-for-purpose equipment timely checked and maintained by authorised service

Keep safe, keep flying!

State-of-the-art Construction



Technical Descriptions

Canopy Construction

The weFLY canopy is made of nylon fabric from NCV Industries. A reinforcing thread net is woven into this synthetically manufactured fabric, which prevents tearing and increases the tensile strength at the seams—it's a ripstop fabric. The coating makes the fabric water-repellent, UV-resistant and impermeable to air.

The coloured leading and trailing edge is made of robust 38 g/m² NCV Skytex, the main part of the upper sail is made of 32 g/m² Skytex and the lower sail is made of exclusive 27 or 32 g/m² NCV Skytex.

weFLY has 49 cells. Its wingtip (stabilo) is pulled slightly downwards and seamlessly integrated into the canopy.

The canopy is cross-ventilated through the inlet openings in the profile on the ribs behind the Leading Edge.

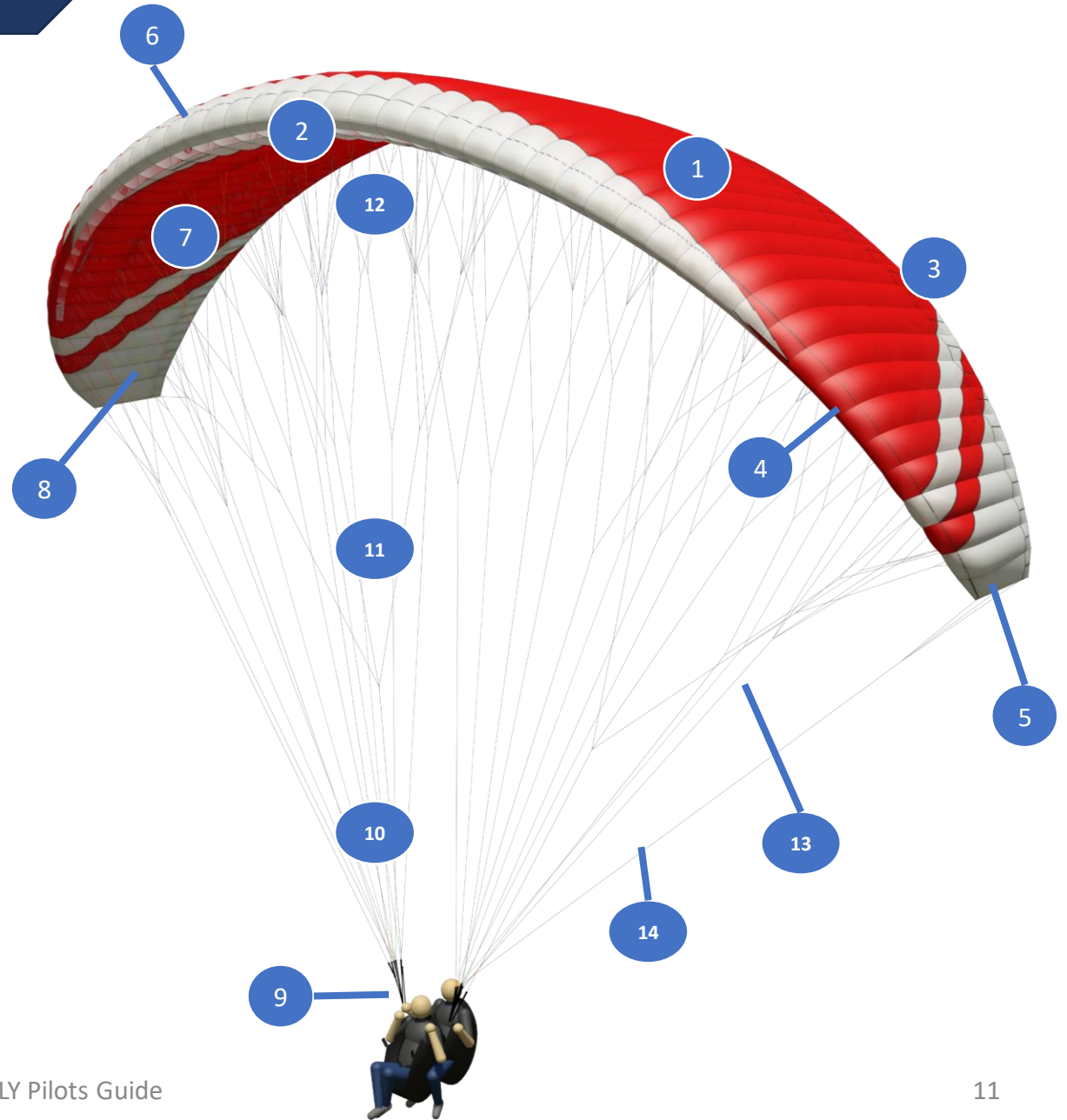
Cross ventilation is provided by precisely dimensioned cross ports in the profile ribs. The load-bearing profile ribs have linen loops sewn between the bottom sail tracks and the profiles and reinforced on the inside.

The profile nose is supported with Nitinol wire (nickel-titanium) reinforcements. These are additionally covered with a plastic tube and caps to better protect the Leading-Edge fabric against abrasion in contact with the ground. Nitinol wires are particularly dimensionally stable and utterly insensitive to environmental influences and kinking. Therefore, you can pack your weFLY however you like!

A low-stretch tension band is sewn onto the leading and trailing edges, ensuring sophisticated tension distribution across the canopy.

State-of-the-art Construction

- 1 Top Sail
- 2 Leading Edge
- 3 Trailing Edge
- 4 3D Shaping
- 5 Stabilo
- 6 Nitinol Wire
- 7 Bottom Sail
- 8 Dirt Outlet Openings
- 9 Riser
- 10 Main Lines
- 11 Middle Lines
- 12 Upper Lines
- 13 Brake Line
- 14 Stabilo Line



Lightweight Modern Construction

weFLY is characterised by state-of-the-art lightweight construction. With ingenious detailed solutions, we achieve the lightness of a Hike & Fly tandem wing and the high thermal and cross-country flying performance we all love.

Enjoy the benefits of the latest technology in the paragliding sector.

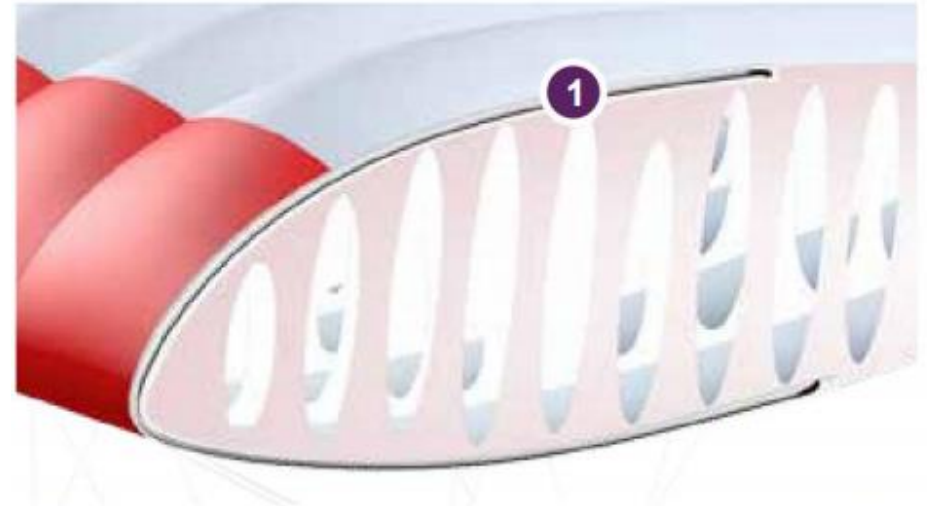
❶ Nitinol wire with ❷ plastic caps on both ends ❸ in a silicone tube in guiding tunnels – the highest quality construction for the leading edge

❹ Sophisticated inner workings with specially reinforced diagonal ribs ❺ Double 3D shaping ❻ Shock tapes and mini-ribs

❼ Double B-suspension for better load distribution

❽ Extra strong fabric reinforcement at Leading Edge

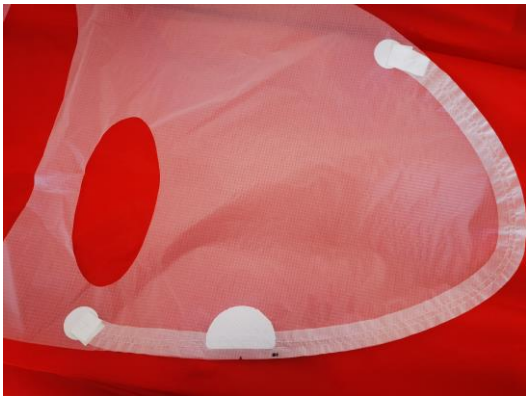
And sewn with Tension Tapes of the profiles on the lower sail for maximum durability (T-profiles).



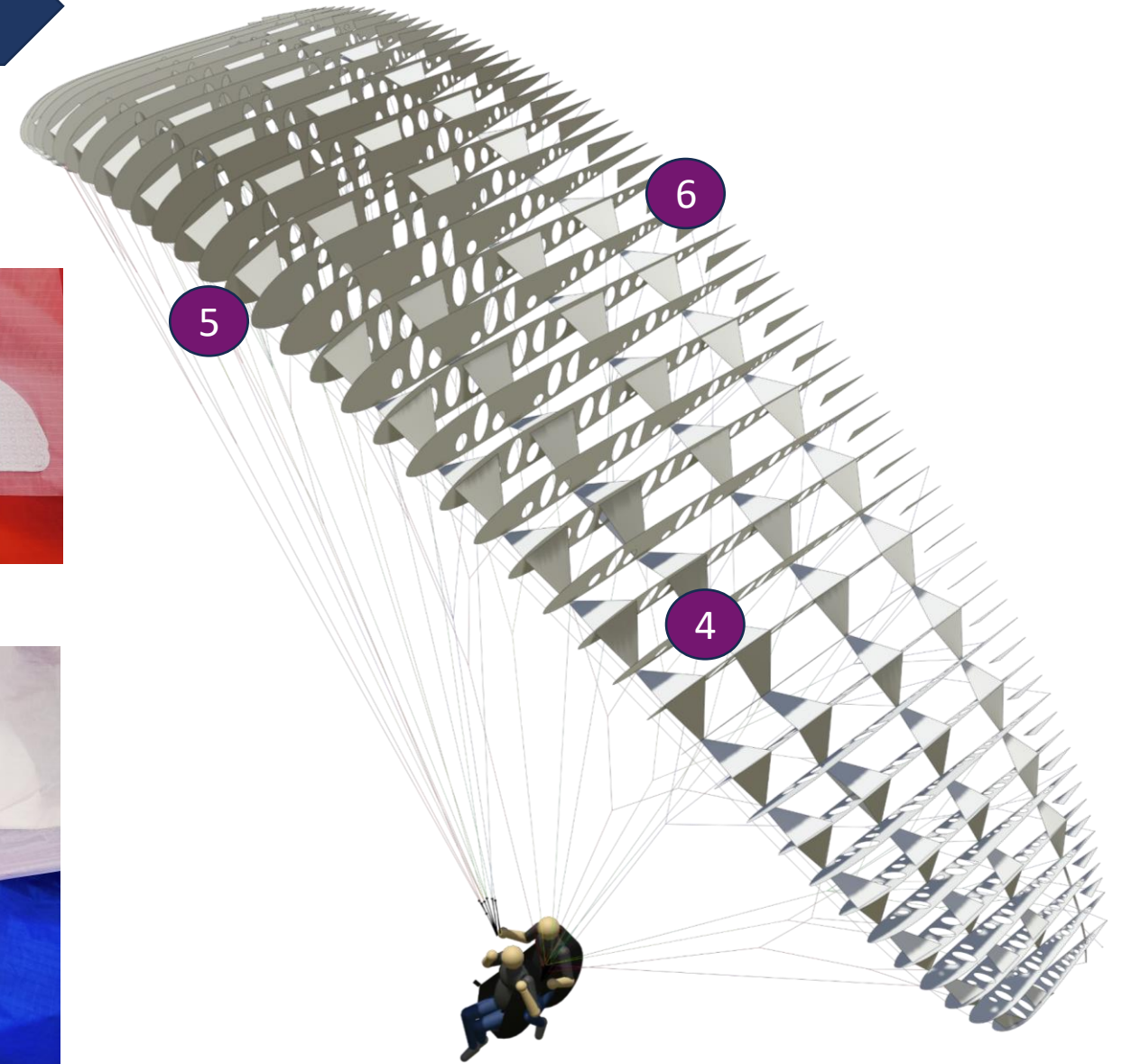
State-of-the-art Construction



8



7



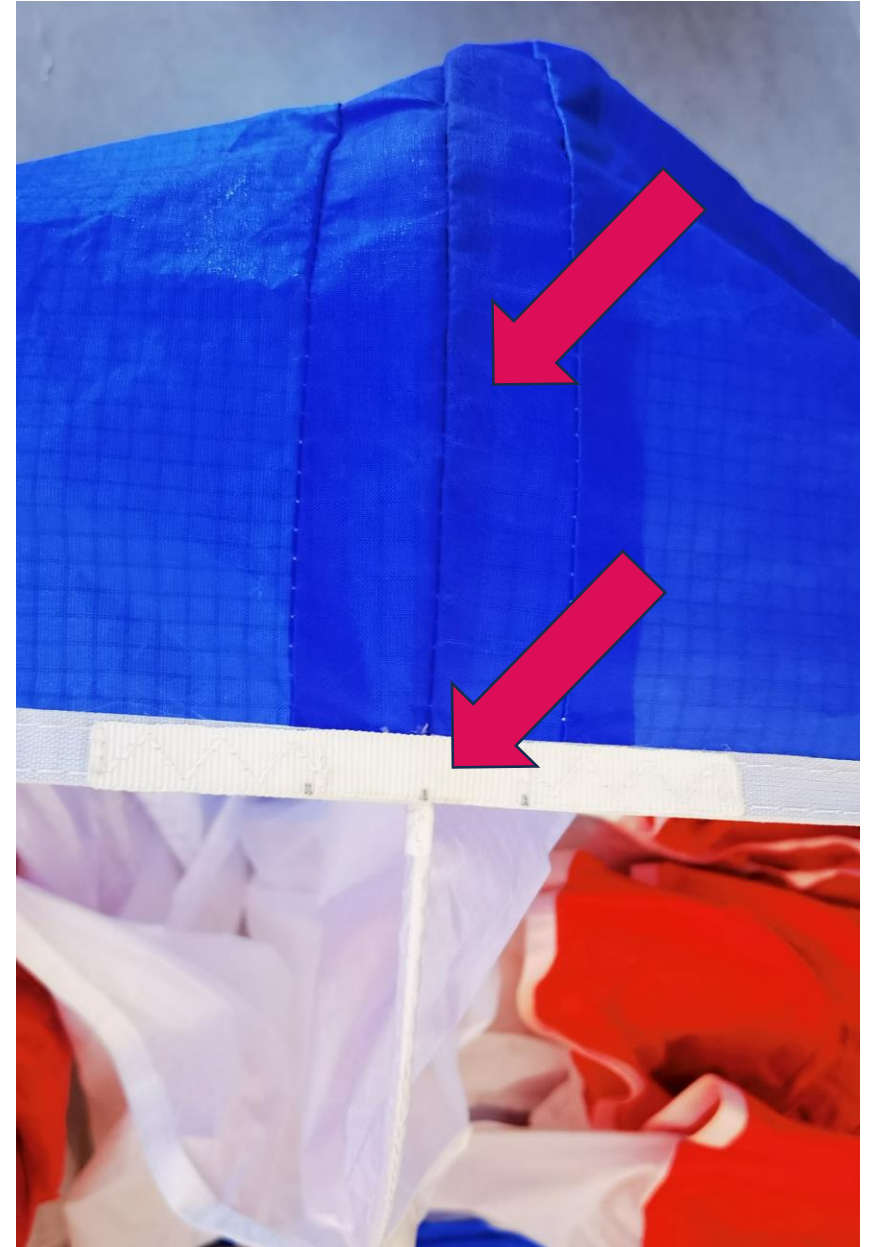
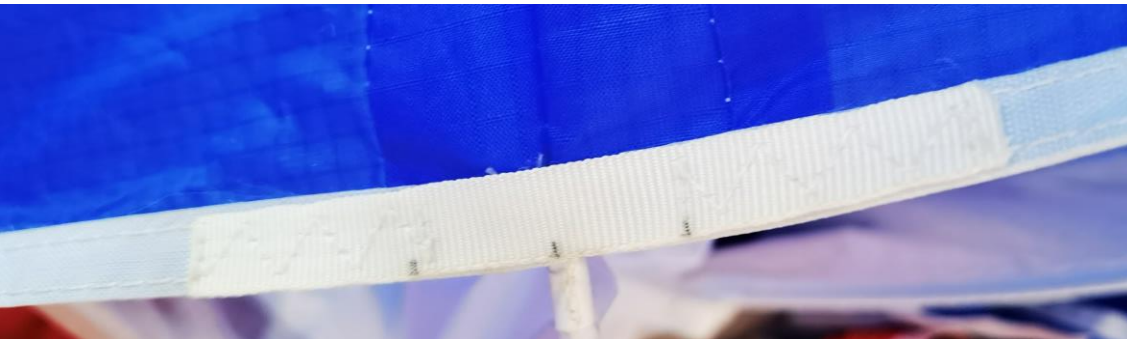
Solid build quality & longevity

Leading Edge Reinforcement

Your weFLY is built to last. It has extra reinforcement on the leading edge of the top sail, on top of the nitinol tubes.

The paraglider's leading edge is where the most stress, wear and tear happens. weFLY is enhanced with NCV Skytex 70 on the top of the leading edge end-to-end to prevent immature wear and tears.

Always protect the leading edge of your glider. Never drag your glider on a rough surface or pack it too tight.



Line system

weFLY has six-line levels on the canopy: A, B/B, C and D/E. B/B and D/E are very short and are only used for load distribution. Four mainline levels are differentiated by colour: A-red, B-blue and C and D-yellow. Each level consists of three main lines, which split twice from the riser upwards to the canopy.

Your canopy has main lines (connected to riser mailons), middle lines and upper lines. The lines from the main line to the canopy are connected via the handshake knots.

The main and intermediate lines are sheathed Kevlar lines, while the gallery lines are unsheathed Kevlar lines.

Appendix D contains a detailed line plan showing the individual line levels, connections, and designations.

Lines for weFLY are designed in a way to enable quick checking of the line lengths with ease in the field or even at take-off if you notice any changes in the flight characteristics of the wing. See Appendix D for details.

The risers

All main lines are attached to the risers using mailons. To ensure the lines fit correctly and prevent slipping, they are fixed in place with special rubber O-rings or plastic inserts.

The two brake lines each lead to a multi-branched line spider made of brake lines, divided into gallery and intermediate levels. The gallery brake lines are finally attached to the trailing edge.

The steering lines run through ball-bearing pulleys on the riser and are knotted into the brake swivel of the steering handle (brake handle). The mark on the brake lines lets the steering handle be positioned correctly.

The control handles are attached to the risers with plastic-covered magnets.

Risers

1. Mailons
2. A-riser (the pull-up strap)
3. Baby-A-riser (for laying on the ears)
4. B-riser
5. C-riser
6. D-riser (the rear riser)
7. Brake
8. Brake pulley
9. Brake swivels
10. Brake handle
11. Magnetic clip
12. Trimmers
13. Trimmer belt with handle and Velcro
14. Hanging loop (for the main carabiners)



Acceleration System

weFLY's speed system does not automatically return to its original position after activation: The riser has a lockable trimmer.

In normal flight, ❶ all risers are exactly the same length and at the same horizontal height. This is easily recognised in flight.

When the trimmer ❷ is opened, the B-, C—and D-risers are shortened in a certain ratio. The length of the A-riser remains unchanged.

The shortening is carried out using an ingenious system of stainless steel rings, ❸ which reduces the force.



Normal Flight Position – Trimmer Closed

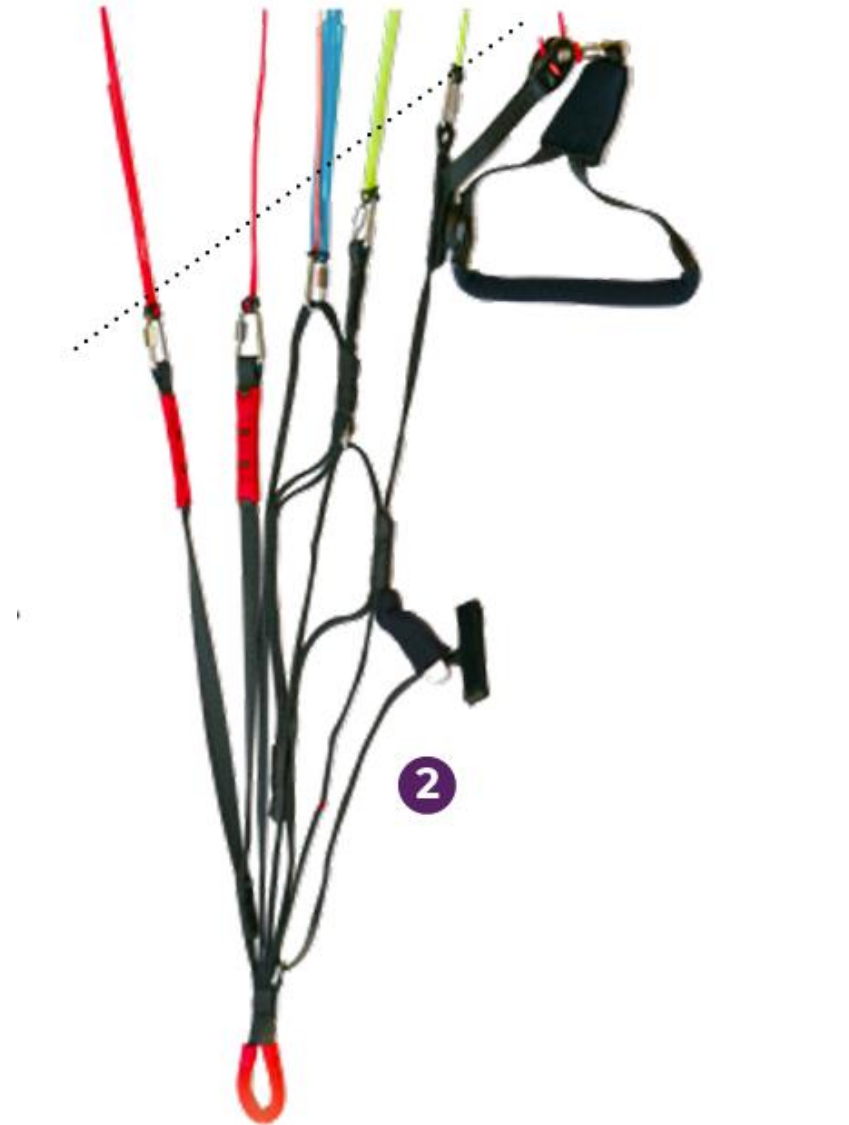
Acceleration System

Handling

You must check the position of the trimmers before every launch!

Under normal flying conditions, the trimmers should be adjusted so that all risers are the same length. This position is marked on the trimmer strap by a coloured cross seam. ④

Ensure that both sides are adjusted symmetrically and the trimmers are pulled tight!



Fully Accelerated Flight Position – Trimmer Open

Attaching the Trimmer Straps

With your glider in the packet, you will find several self-adhesive Velcro straps—the counterpart to the trimmer strap handles.

You should attach them to your spreader so that the excess length of the ❶ trimmer straps only sags a little during take-off and thermal flight and is ❷ easily accessible.

Many tandem spreaders are equipped with Velcro straps, the position of which may already be correct.

We recommend attaching the trimmer straps to the front of the spreader, as this will keep them out of the way when you pull it backwards.



There is Velcro attached to the handle of the weFLY trimmer Belt. With this, you can attach the trim strap while flying so that it doesn't get in the way.



If there is no Velcro on your tandem spreader You can use the two Velcro pieces enclosed.

Right harness

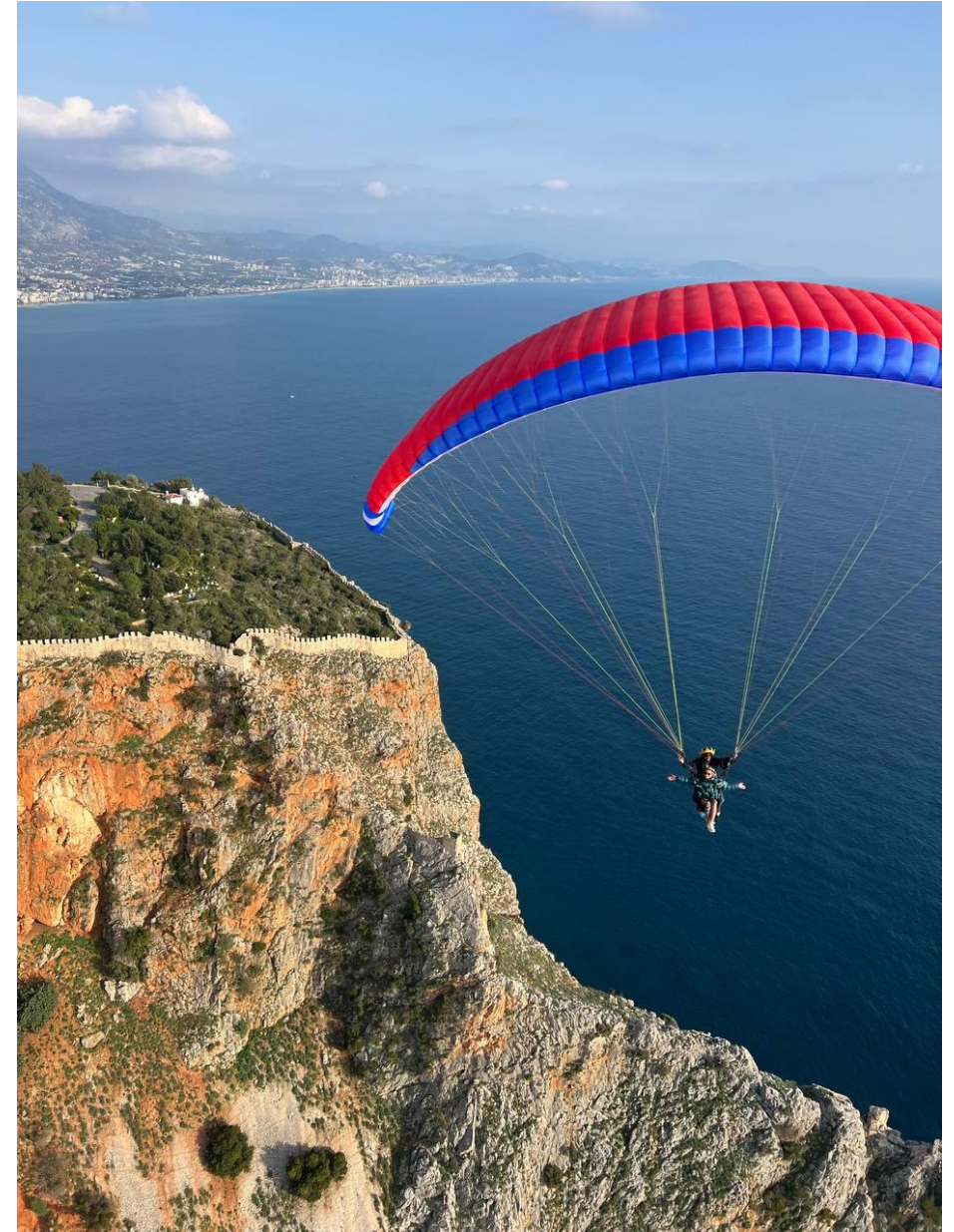
weFLY was tested with LTF-type GH harnesses and, depending on the load, with a chest strap width of 42-46 cm depending on the load and type-tested.

Almost all harnesses on the market are "GH" and are suitable for weFLY.

An exception to this are some harnesses with complete or partial cross-bracing. You can fly weFLY safely with these, but the handling and reaction to weight shifts are somewhat limited.

Only standard, upright harnesses are used during the test flights. Therefore, the evaluation does not provide information about the flight behaviour with a pod harness.

But we tested weFLY with a pod harness for the passenger. The following individual manoeuvres describe the different behaviours and many tips.



Before the first flight

Your weFLY is delivered with an inner bag, operating manual, repair kit, and, on request, an iFLY T-shirt.

Each weFLY is checked and measured several times before delivery. Unpack it and look forward to your first flight.

First contact with your weFLY

You could find time to ground handle your new weFLY a few times on the field to familiarise yourself with its take-off characteristics. You can also choose a large, flat launch site for your first take-off to be more relaxed.

Adjusting the trimmer

We recommend setting the trimmers to their neutral position (see markings on the trimmer strap) before your first flight with your weFLY.

WeFLY has the best take-off and landing characteristics and performance in this neutral position with an appropriate payload (150-200kg).

Flights with a payload of less than 150kg

If you fly the weFLY with less than 150kg, you should open the trimmers by approx. 4cm. If you fly it with the lower limit, please only open it fully in calm conditions.

Flights with a payload of more than 200kg

Over 200kg, the trimmers should be fully closed.

An important tip: When operating the trimmers, always hold the brake handles straight, i.e. without half-folding, in the "trim grip". It would help if you also have the trimmer handles in your hands so that you can close the trimmers and brake simultaneously by pulling downwards in an emergency.

Customised for you

Adjusting the brake line lengths

If you require it, we will set the brake line length after consulting with you, and it should not need to be changed afterwards. The adjustment point is permanently visually marked on the steering line. Improperly changing the brake line length changes the flight behaviour and impairs the canopy's safety.

Firstly, the brake lines must be set enough. They must always have an empty travel of 8-10 cm. Otherwise, your weFLY may need more free travel on the brakes to return to normal flight in a stall.

Brakes that are too short have further disadvantages:

Your glider may be braked when the trimmers are open.

The distance to the stall point is shorter, so you may accidentally stall it. But this will not happen so easily with weFLY, as the steering pressure increases significantly near the stall point.

Secondly, the brake lines should be set for a short time. This is not dangerous, but it could be more charming when thermalling and landing.

If you want to change the length of your brake lines by just a few centimetres to achieve an optimum position when thermalling and turning, contact us, and we will give you all the tips.

Brake Handles

weFLY is supplied with special brake handles. These have a wide neoprene padded with neoprene to distribute the control pressure well on the ball of the hand when flying with the half-stroke handle.

The geometry of the brake handle has also been optimised for the needs of professional tandem pilots.

The instructions for knotting, swapping the handles, and reconnecting them correctly to the steering line are in the appendix of this manual.

In-Flight Operations

On the following pages, we look at the unique features of weFLY and give you essential information so that you can fly it with maximum enjoyment, performance and safety.

Take-off

weFLY is easy to launch. We recommend laying it out in an arc and pulling it up using only the two centre A-risers. The canopy then rises effortlessly and as if on rails above you.

As weFLY is optimised for a safe launch in pairs, it only takes a little impulse to fill the canopy. Your aim should be to apply enough pull for the canopy to rise above you without overshooting; you shouldn't need to brake to catch the overshoot.

This makes the take-off completely stress-free and the necessary run-up very short.

Before you start launching, here is a reminder of what you should check before launch:

- ◆ Check the reserve parachute: Are the reserve pins secured, and is the rescue handle tight?
- ◆ Are all buckles on both harnesses and helmets closed?
- ◆ Are all lines free?
- ◆ Is the canopy correctly laid out?
- ◆ Are the wind direction and strength correct?
- ◆ Do you have a clear view, and is the airspace clear?

In-Flight Operations

Strong wind launch

weFLY masters all strong wind launch techniques: launch in winds over 20 km/h with counter-running, cobra launch, and launch from the rosette - all are playful and easy to implement.

If there is a strong wind, you can open the trimmers halfway. However, the canopy fills very quickly and immediately generates lift when braking, which can lead to premature levering out.

Straight flight

weFLY has a flying speed of around 35 to 42 km/h when the control lines are fully released, depending on the wing loading.

In calm air, weFLY reaches its minimum speed (depending on the wing loading and trimmer position) at around 60-90 cm brake line pull.

We recommend flying with 5 to 10 cm of brakes in turbulent air. This makes the effective profile thicker and the angle of attack higher, making it more difficult to undercut the air at the profile nose and dampening the movements.

This improves comfort for your passenger and prevents nausea.

Guide to holding brake handles

weFLY's brake geometry and leading edge are designed for flying with half-wraps.

This way of holding the handle has a decisive advantage over all others: The idle is reduced, and you can release the brake entirely to the reel without unwinding the lines.

This improves handling, communication with the canopy and blood circulation in your hands.

In-Flight Operations

Accelerated flight

By opening the trimmers, you lengthen the B/C/D straps via a ring system, which reduces the force.

If you open the trimmers, the canopy's angle of attack is reduced, and weFLY flies at least 10 km/h faster. However, the higher speed makes it somewhat less stable and can cause it to collapse earlier than in unaccelerated flight.

For safety reasons, you should only fly fully accelerated in reasonably calm air and at a sufficient distance from the ground.

Extra tip

Never let go of the brake handles during accelerated flight; always hold the small handle at the end of the trimmer strap in your hands! This lets you close the trimmers and brake simultaneously by pulling down if necessary.

If it gets very turbulent, you should at least partially close the trimmers again or prepare for a recovery using the C/D straps. If weFLY collapse in accelerated flight, you must close the trimmers immediately.

Turns

The high manoeuvrability of the weFLY is due to its unique control characteristics: It reacts to control inputs very directly and without delay.

By shifting your weight (you lean on the inside of the turn, sometimes also on the outside of the turn), you can fly very flat turns with minimal height loss.

In-Flight Operations

The best tips for specifically influencing the turning behaviour of weFLY

When initiating a turn, always shift your weight to the inside first and only then apply the inside brake!

Involve your passenger in this weight shift. This means you hardly need any power to steer, and your passenger is kept busy. Your passenger will not get sick and will get more out of the flight.

It would be best to have less brake input to fly a turn and climb noticeably better in weak thermals.

When shifting your weight, make sure that you move the harness board/base. If your harness's board or base is not moving, your weight shift is effective.

If you are expecting thermals, fly slightly braked. weFLY will swiftly pull into rising air masses.

If you have already braked both sides slightly at this moment, it is sufficient to release the outside of the glider. weFLY will turn in and usually assume the correct bank angle almost automatically.

If weFLY accelerates too much into the thermal, you should apply a little brake on the outside.

When circling, WeFLY is consistently optimised to keep the sink rate as low as possible.

The tendency to accelerate when flying into rising air masses has the advantage that you can also brake a little on the outside in thermals without the sink rate deteriorating.

This gives you control over the canopy: if it becomes slower, release the brakes a little. If it becomes too fast, apply the brakes a little.

Caution: There is a stall risk if the brake lines are pulled too far or too fast! Sure, you know that.

In-Flight Operations

A spin (one-sided stall) is signalled when:

The inner brake initially becomes harder and harder the deeper you go. You pull, and the brake softens abruptly.

This is when you should immediately shift your weight to the inside of the bend and slowly (1 second) release the brake that has been pulled too low. Slowly means consciously bringing it up and not letting it jump.

A double-sided stall feels similar, except that the canopy falls backwards. However, this requires a lot of strength, as weFLY becomes extremely hard when the steering lines are pulled low. The probability that you will accidentally stall off weFLY on both sides is low.

Should a full stall nevertheless occur, do not release the brakes abruptly under any circumstances (see section Full stall).



In-Flight Operations

Active flying

You can prevent most disturbances by active flying! And weFLY is optimised for active flying.

During active flying, the upper and lower body of the pilot (and ideally also the passenger) must be able to move independently. This is only possible if the shoulder straps do not obstruct the upper body.

The basic idea of active flying is to sit relaxed on the seat and follow all movements with the lower body without the upper body moving significantly.

This is the same as active steering, except that the movements are made by the weight shift rather than by the canopy.

The advantage is that you have a counterweight (the upper body!) for the weight shift and only have to move half the mass. This makes you much faster, and you won't feel sick because the balance organ in your head only moves a little.

If your weFLY is unloaded on one side, consciously follow it with your weight on that side! Even if you do have a collapse, it will be much smaller than if you had shifted your weight to the opposite side as a preventative measure.

Landing

weFLY is extremely easy to land. The brake geometry has been specifically chosen so that weFLY immediately loses a noticeable amount of speed from the trim speed when you apply the brakes for landing. This also gives your passenger a good and safe feeling.

In-Flight Operations

If you like to flare out for a long landing, you should enter the final approach unbraked with some overrun.

The trick for a wide and balanced landing is to release the brakes entirely within one second at the beginning of the final approach (i.e., don't "jump"), wait until you have half a metre between your feet and the ground, and pull through linearly to the landing flair.

Linear means without pauses, but not extremely fast, but in such a way that you notice how the speed decreases, and you both swing slightly forward.

The classic mistakes with a not-so-good tandem landing are:

The canopy was stalled before the landing flair. In order to build up enough speed and energy for a wide swing before touchdown, the steering lines, including the empty travel, must be released ultimately.

Brutal pulling of the steering lines. This means the glider does not have time to convert its overflight into lift and pre-swing but goes straight into a stall.

Flaring too late or too deep. WeFLY tolerates it well if it recovers high rather than too low. The pilot and passenger then swing far forward, and the sink rate and forward motion are wholly reduced.

The brakes are not fully applied, or the glider immediately gives way when it contacts the ground. Guiding the hands during the landing flare is an art and crucial for a perfect landing.

In-Flight Operations

Please bear in mind

The lift and loss of speed on landing are not generated by brutally pulling down the trailing edge but by applying the brakes in a controlled manner.

This is the only way to give the entire canopy a large angle of attack, which generates far more lift and drag than a deeply pulled-down trailing edge.

Soaring by the sea

If you fly your weFLY on dunes, it is possible that at some point, so much sand will accumulate in the canopy that the flight behaviour will be impaired: If weFLY hangs when you pull up, if it feels sluggish and slow in the air. You should then land immediately and remove the sand.

It is easier to lay weFLY flat on the bottom sail, lift the trailing edge and shake the sand forward. You can now shake it out through the leading-edge cell openings.

Sand accumulated in the stabiliser area can be easily removed through the dirt outlet openings in the bottom sail of the penultimate cell.

Winch towing

weFLY is suitable for winch towing. We recommend that you open the trimmers slightly during take-off.

This allows weFLY to fly at the speed of the best glider, which significantly increases the release height.

The maximum opening of the trimmers must not exceed 4 cm (measured from the marked neutral position).

If your weFLY is damp or out of trim, you should refrain from using the winch tow.

weFLY is not authorised for powered flight.

Incidents in-flight

Deflations collapses

Our paraglider is a highly ingenious flying machine. When energy is misdirected, it does not break apart but collapses. True to the motto, "Bend so you don't break!" Once the misdirected energy has been used up, the paraglider rises again and continues to fly.

That's why a paraglider must be able to collapse.

Asymmetric collapses are the most common types of deflation.

If weFLY collapses in turbulent air, for small collapses (less than 30%), a slight weight shift and some outside brake are enough to correct the direction. The wing will usually reopen automatically. If not, you can force it by quickly and deeply "pumping" the brake on the collapsed side.

Larger collapses must be actively controlled: Shift your weight to the outside and brake on the still open side to about 10 centimetres above the pilot's main karabiner.

We recommend holding the spreader strap with the brake applied to prevent tipping and unintentional oversteering. This stabilisation on the riser is often described in publications as the "Nesler" grip, after our designer Michael Nesler.

This technique is very efficient and safe. The weFLY's control surfaces are perfect for this.

The correct reaction to deflations and collapses should be part of the training and practised regularly.

The joy of flying

**NO compromises with the material,
construction, and quality.**

The costs have no place here.

A paraglider can be a performance sports equipment with a balanced compromise between safety and handling.

Or it can be my wing, which accompanies me into the third dimension.

Then, it has to fit like a glove. I have to trust it in every situation. With that, it becomes easier to communicate with her intuitively.

For us, paragliding is one of the great wonders of mankind, miracles of mankind: we move freely with a few kilos of fabric and lines, and we move with the birds in the third dimension.

weFLY makes this dream possible.



Incidents in-flight

Cravats

In the event of large collapses or other extreme situations, the tip of your wing on the collapsed side can get stuck in the lines. This can send your glider into a spiral within just one turn or less if not countered.

If this is the case, you must stop the turning movement immediately by counter-braking sensitively. If the turning speed increases despite counter-steering, you must immediately deploy the rescue system without entering the low altitude. If you have sufficient height and no spiral movement, you can try the following to release the cravat:

- ◆ Sensitive counter braking and quick, decisive, deep brake pulling on the suspended side.
- ◆ Pull down the stabilo line attached to the B-riser, in orange colour, deeply.

If you can maintain the direction by counter-steering and shifting your weight, you can risk a landing with the cravat.

It would be safer to stabilise the direction as far as possible by adjusting the trimmers asymmetrically.

If none of this helps, experienced pilots with sufficient altitude can try to release the cravat by performing a very fast one-sided stall on the side with the cravat.

Frontal Collapse

The leading edge can collapse during accelerated flight or due to sudden strong downdrafts. Although this flight disturbance looks spectacular, it is not fundamentally dangerous if the collapse depth is low.

With a front stall, weFLY tells you that you are flying in too much turbulence with a too-small angle of attack. In this case, you should apply the brakes firmly and symmetrically until the canopy, still unfilled, is above you and re-release the brakes. Always look up and check the canopy during a front stall.

weFLY does not tend to form horse-shoes.

In-flight Manoeuvres

Stall

The paraglider no longer has any forward speed in a stall, and the sink rate dramatically increases. A stall is caused, among other things, by too little load, trimmers pulled completely with little load, trimmed, and badly aged gliders or front stalls in rising air masses. Stalls can also occur if the canopy is wet or the air temperature is below zero.

You will immediately notice when weFLY is in a stall:

The wind noise is gone, the sink rate is high, and the brake lines are unusually "soft".

A unique feature of the weFLY is that if the brakes are pulled and the pull decreases without any change, you are flying close to a stall. You will have about 1 - 2 seconds until the stall is reached. If the canopy and lines are operational, weFLY will automatically resume flight within 1 - 3 seconds by releasing the brakes.

If this is not the case, for whatever reason, you must either push the A-risers forward or open the trimmers.

If your weFLY has stalled for no understandable reason (e.g. wet, flying in the rain or too low take-off weight) in the stall, it must be checked before the next flight!

In the highly unlikely event that weFLY goes into a stall near the ground, you must not brake under any circumstances. This would only increase the sink rate and cause dangerous oscillations. Using the landing technique, the sink rate would remain within the required limits to land without injury.

If you recognise the stall, you can recover as described above. If you have not recognised it and have completely torn off weFLY, you should immediately assume the compact sitting position and recover from the full stall.

In-flight Manoeuvres

Full stall

The following description is aimed at pilots who have mastered the full stall.

It is intended to discourage you from training this manoeuvre independently. If you have never flown a full stall, learn it with radio supervision from an experienced instructor and over water with all the necessary safety measures.

To initiate a full stall, pull both brake lines fully. On reaching stall speed, the canopy deflates abruptly and tips backwards.

Despite the unpleasant canopy reaction during a full stall, keeping the brake lines fully pulled until the deflated canopy is vertically above you again (approximately 2-4 seconds) is imperative.

Now, you must bring both hands to the height of the main canopy lines and fix them there.

Contact with the carabiners is vital to prevent rocking or accidental asymmetries.

weFLY will now transition to a smooth, backward flight. And you can release the full stall in a controlled manner by releasing the brakes slowly (2-3 seconds).

If you release the brakes too quickly or asymmetrically, this can result in a large collapse or front stall.

The full stall must be learnt and trained over water. It is a very demanding manoeuvre that can result in life-threatening canopy contact if gross errors are made.

However, a symmetrically initiated full stall with a tandem is always extremely force-intensive and difficult to stabilise. Initiating a full stall with a tandem via a spin (one-sided stall) is easier.

In-flight Manoeuvres

Spin

The flow can break off at half the wing by stalling on one side, reversing the flow direction. The deeply braked trailing edge becomes the momentary "profile nose" and flies in the opposite direction: the wing rotates around its vertical axis.

There are two reasons for the spin:

1. a brake line is pulled through too quickly and far (example: initiating a spiral dive)
2. one side is braked too hard in slow flight (example: when thermalling)

If you have inadvertently stalled one side, release the inside brake and shift your weight to the inside. weFLY will then return to normal flight without losing much height.

Spins flown as freestyle manoeuvres are demanding and must be practised over water.

To initiate a full stall from spin

You pull one side through radically and wait until the turn slows down significantly. Then, pull the other side to the same height. The weFLY is now in a symmetrical full stall, which can be released as described above under Full Stall.

Helicopter (Helico)

Helico is possible with the weFLY, but it must be learned and trained above water.

Wingover

Tight turns are made alternately to the left and right, increasing the transverse slope. If this manoeuvre is too dynamic and banked, the wing can be relieved and folded over a large area.

You will only succeed in high wingovers with the help of your passenger.

If the wingovers become very high, you must always support the outside by applying the brakes.

In-flight Manoeuvres

Emergency steering

If the brake lines fail, weFLY can easily be steered using the rear risers (1)) or the stabilo line (2).

Of course, the distance to the stall is shorter when steering with the rear risers than with the steering lines; with the weFLY, it is about 15 - 25 cm shorter.

If you want to make smaller directional corrections without losing speed, we recommend using the stabilo line.

You can pull this down vertically by up to 20 cm. Although the change of direction takes a few seconds, the glide and speed are not reduced.

It is good to practice taking advantage of glide and practice steering your glider with back risers and stabilo lines. You can familiarise yourself with how far and how long pulling the lines impacts the direction of your canopy.

You can also achieve slight turns by shifting your weight. It's great fun!

Cold and sub-zero flying

You can fly your weFLY in extreme sub-zero temperatures. However, you should never fly manoeuvres with high loads below minus 10° Celsius.

Remember that your trim speed decreases significantly at sub-zero temperatures, and the brake distance to the stall is correspondingly shorter.

If you have never performed these manoeuvres with the tandem before, practise them under radio guidance with an experienced and trustworthy safety instructor over water.

This and the following descriptions are written to the best of our knowledge but are no substitute for safety training. Please practise with respect and dedication.

In-flight Manoeuvres

Big Ears

Putting on big ears is a simple descent aid that will help you descend approx. 3-6 m/sec. It is more suitable for reducing glide performance than for descending quickly.

weFLY's "big ears" function is simple, but there are two different options:

1 - You pull the baby A-risers downwards in an arc from the outside, with the brakes unwrapped in your hands

The ears remain attached if you slowly release the Baby-A after the introduction.

Now, you can fly turns with gentle brake input without the ears opening.

In this case, you must pump a little more to open the ears or fly a slight wingover with a weight shift.

2 - Without the brake handles in your hand, B, pull the Baby A straps downwards from the outside in an arc and hold them there.

The big ears will open immediately when you release the Baby-A. This is particularly useful if your passenger is allowed to put big ears on with Baby-As.

Opening the trimmers can significantly increase the sink rate and forward speed. You can increase the sink rate to approx. 6 m/sec and reduce the glide ratio.

In rising air masses, in strong winds near the ground (gradient), you should always open the trimmers about 3 to 5 cm when putting on the ears to prevent an unintentional stall effectively.

Never fly a spiral dive with big ears; this will push the centre A-lines beyond their limits.

In-flight Manoeuvres

Spiral dive

The spiral dive is the most efficient way to descend quickly. However, the pilot and, above all, the untrained passengers are exposed to high-stress levels.

You may lose consciousness depending on your condition on the day, the outside temperature (cold!) and the G-force involved. Some pilots even forget to breathe during the spiral or switch to so-called pressurised breathing, further increasing the risk of losing consciousness.

It would be best if you exited the spiral immediately at the first signs of nausea, loss of consciousness, and reduced vision.

The spiral dive is initiated by (1) shifting your weight to the inside and (2) applying the brakes to the inside. Due to the direct handling, weFLY quickly assumes a high bank angle and enters a steep turn.

When the wing accelerates significantly and the G-force increases, gently apply the brakes outside to limit the sink rate and G-force to a tolerable level.

Using the inside brake to bring weFLY radically into a spiral dive will slightly deteriorate the inside and outside of the wing tips, slowing down the rotation. This is intentional and serves your safety. You can only achieve extreme sink rates if you apply the brakes inside and outside in a controlled and precise manner.

However, you may then have to exit the spiral actively:

(A) Weight in the centre and significant braking on the outside.

(B) As soon as weFLY starts to turn more slowly and wants to straighten up, shift your weight back to the inside and rerelease the outside brake.

In-flight Manoeuvres

(C) Now, you can release the inside brake slowly to dissipate the accumulated energy over several laps.

In doing so, you may end up in your own wake. Therefore, as a precaution, apply the brakes by about 15 cm and be prepared for a collapse or front stall until you are back in level flight.

If you were to exit the spiral abruptly, weFLY will climb almost vertically due to the crossing your own turbulence, it will cause a strong oscillation. This can lead to front stalls, rattles and rollovers.

If you realise when practising the spiral dive that you have exited too radially and are flying almost vertically upwards, immediately shift your weight back to the inside and brake significantly there. Then, wait until the oscillation stops and release the brake(s).

After recovery, the front lines are stretched and need about half a minute to return to their original length. There is a risk of stalling during this time, so you should only brake carefully.

Because of the extreme loss of height in the spiral dive, you must always ensure that you are at a sufficiently safe altitude!

If weFLY does not release the spiral despite releasing the inside brake and braking slightly on the outside, it is in the so-called stable spiral dive.

The stable spiral dive must usually be actively exited!

To do this, pull both brakes up to the main carabiners—which can require a lot of force—and hold them in this position until weFLY slows down significantly.

This will return you to the normal spiral dive, which you can exit as described.

In-flight Manoeuvres

weFLY has been rated B in accordance with EN 926-2:2013. However, due to unfavourable influences, the reactions can also be more demanding than described in this classification. The causes in such a case can be complex. (harness geometry, cross straps, turbulent air, shifting the pilot's weight to the inside of the turn, etc.).

Important: During a steep spiral dive, constantly check how your passenger is doing. Talk to them; this situation is very demanding for an inexperienced person.

B-stall

The B-stall is possible with the weFLY but requires a great deal of effort. With passengers heavier than the pilot, it is almost impossible to initiate a B-stall.

It can be initiated with the weFLY as follows:

Grasp the B-risers from the outside above the mailons and pull them down forcefully and symmetrically up to 40 cm. Or as far as the mechanical stop.

It takes a moment for the canopy to contract and the flow to stop. weFLY now enters a vertical descent.

A unique feature of the weFLY is that it reaches sink rates of 6 - 8 m/sec in a B-stall. To recover, release the B-risers quickly.

Do not apply the brakes during the recovery. Let the glider pitch forward to pick up speed again. Only brake again when you feel the wind in your face. If you were to brake before this, the glider could stall.

Watch the canopy during the manoeuvre. If weFLY starts to turn during the B-stall or forms a rosette???, initiate exiting the B-stall immediately.

Flying a B-stall with a tandem requires extreme effort, so we advise against it. If, contrary to expectations, you succeed in pulling the glider into the B-stall, release the risers quickly to recover.

In-flight Manoeuvres

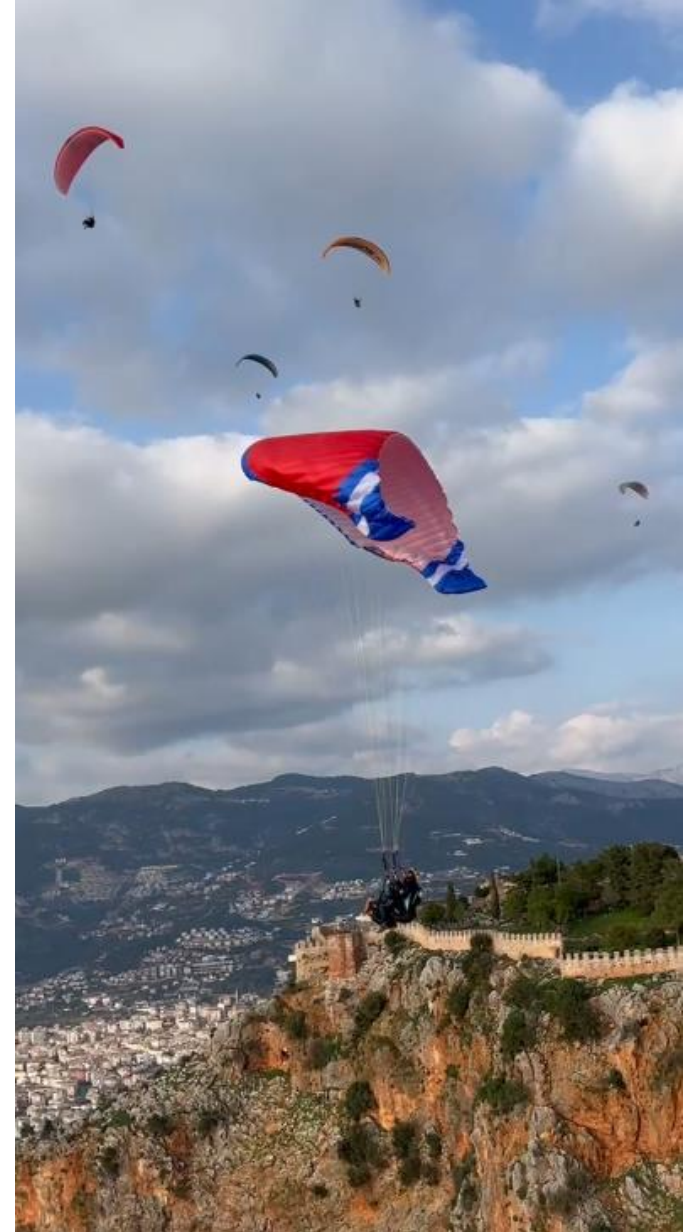
One-side collapsed descend

With the weFLY, flying a one-side held collapse as a descent aid is easy.

Pull both A-risers down firmly and as low as possible on one side and fix your hand. The easiest way is to hold on to the spreader bar.

Stabilise the direction of flight with slight counter-steering and/or by shifting your weight slightly outwards. If you hold the brake handle on the side to be folded in, you can achieve sink rates of up to 6 m/sec. If you release the brake handle and fix it to the magnet, you can also achieve sink rates of up to 8 m/sec. In both cases, reaching the maximum sink rate takes a little time.

Release the risers and grab the brake handle if necessary to exit the manoeuvre.



Packing and care

Packing weFLY

iFLY paragliders can be packed in its inner bag, but they do not have to be. In our experience, inner bags do not extend the life of a glider.

As the nose reinforcement of the weFLY is made of non-deformable Nitinol, you can pack it however you like.

Just ensure

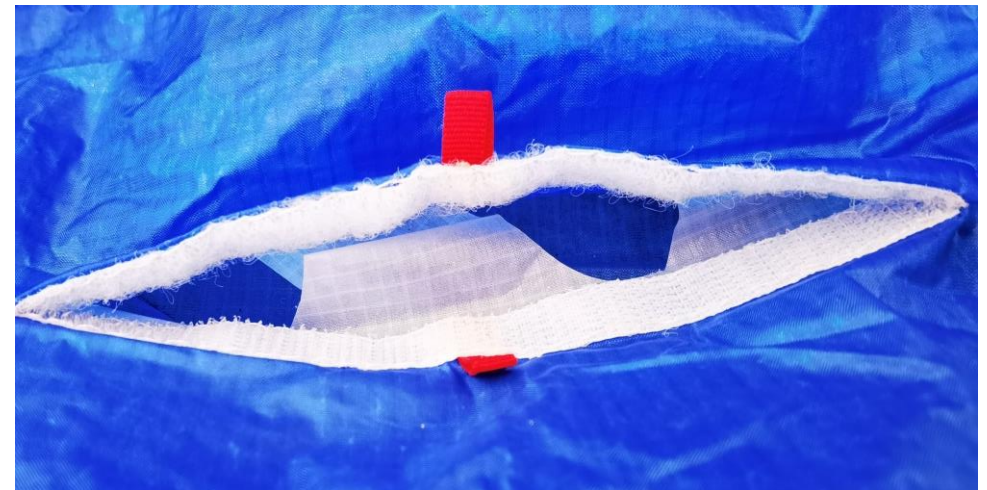
- ◆ not to always pack them in the same (centre) cell.
- ◆ do not always bend the trunk lines in the same place
- ◆ pack them on a soft, dry surface without stones, oil stains or dirt.

Please do not pack them under too much pressure on sharp stones or rugged vegetation.

Dirt outlet pockets

To remove sand, stones or other dirt particles, weFLY has dirt outlet openings in the lower sail on the stabs. In normal flight, they are closed with Velcro tape.

They are easy to find as they are marked with two coloured loops. A slight pull on the loops is enough to open the dirt outlet openings and remove the dirt.



Packing and care

Optimum care for your weFLY

The question always arises: How long does a tandem wing last? What can I do to ensure I can enjoy it for a long time?

Our tips for the optimal care of your weFLY:

- ◆ You should not leave your weFLY packed up wet. If you have had to pack it wet (from the meadow or snow), take it out of its pack sack at home, put it in a warm, dry place, hang it up loosely in the Rosette, and allow it to dry out completely.
- ◆ If you need to store them for over two weeks, do not compress them too much. It would be better to open the inner bag to its full length.
- ◆ Like any other paraglider, the weFLY is made of temperature-sensitive plastic. Roasting it in the blazing sun in the boot will damage it just as much as leaving it outside in sub-zero temperatures in the depths of winter.
- ◆ Clean your weFLY with a soft cloth and lukewarm, clear water. Aggressive chemicals, high-pressure cleaners or steam cleaners will destroy the material. Dry it by hanging it up in the rosette or spreading it out loosely.
- ◆ After soaking in sea air, sand and salt crystals collect in the canopy and the seams. If you want to take optimum care of your weFLY, soak it gently at home in a child's swimming pool or large bathtub in lukewarm, clear water and squeeze it out gently. Then, dry it by hanging it loosely or spreading it out in a warm, dry place without direct UV radiation.

Service and warranty

After purchase, you can (and should) contact us if you have any questions, doubts or problems with your weFLY. We will gladly help, as this unique after-sales service is part of the complete

Inspection

Like all other paragliders, the weFLY must be checked regularly. It is important to us that a heavily used weFLY is "flown in" again by one of our test pilots after the usual inspection.

This is the only way we can be sure that everything fits. The usual measurements, tension and porosity tests are not sufficient to reliably detect all possible problems.

This is why your weFLY must be returned to us for a short period after two years at the latest or after 150 actual flying hours.

Check the trim yourself

weFLY is specially designed to check the most important line lengths yourself and correct them if necessary.

No matter what material they are made of, lines will change their length after a few flights, affecting performance and flight behaviour. So a few minutes are well invested.

Repairs

You can repair small tears in the cloth yourself with the self-adhesive sail material provided, as long as they are in areas that are no

t subject to much stress, i.e. not directly at seams and not larger than 3 cm.

Larger tears on the nose or near a line loop must be repaired professionally by us or a specialist.

Service and warranty

Damaged lines must be replaced immediately. This should be done by a specialist using the correct materials.

In an emergency, you can also replace individual torn gallery lines yourself

Recycling

You can return it to us if you have to part with your weFLY.

The nitinol of the nose reinforcement and all metal fittings are recyclable, and you will receive a credit note for your next purchase from us.

With your permission, we can donate used sail material to charitable organisations happy to use it for windsocks, sun sails, and much more.

We will professionally dispose of the non-recyclable parts.



Service and warranty

weFLY warranty package

Please take advantage of it. We aim for you to be 100% satisfied with your weFLY and customer service.

As part of our guarantee, we undertake to rectify any product defects due to manufacturing faults.

To make a warranty claim, you must inform us immediately after discovering a defect and send us the faulty product. We will then decide how to rectify the manufacturing defect (repair, replacement of parts or replacement of the product).

This warranty is valid for two years from the product's purchase date. The term for the service interval begins from the date of the first flight. If no date is noted, the date the glider was produced applies.

Otherwise, the guarantee does not cover any further claims. In particular, no guarantee is granted for damage resulting from careless or incorrect product use (e.g. inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.).

The same applies to damage caused by an accident or normal wear and tear.



Priceless quality and service

- ◆ Your glider is rigorously manufactured according to our quality standards.
- ◆ Your glider is produced with the strictest tolerances on the market.
- ◆ We use the best European materials.
- ◆ We only supply you with canopies produced within the EU standards.
- ◆ We provide advice and support even after the purchase to make you happy with your glider.
- ◆ You will regularly receive tips, new experiences and reports on the weFLY from us.
- ◆ We would be delighted if you came to fly with us when in Oludeniz

Appendix A – Brake knot



Prepare the handle and line



Form a loop and put it through the brake whirl.



Pull enough line through..



..so you can put the brake handle through the loop



You have the first loop round



Tighten it, ensuring the marked point is in the middle of the front of the peg

Appendix A – Brake knot



Loop the short side of the line around the main brake line



Tighten the loop without shortening the active brake line. That's the trick!



Make a safety knot and guide it very close to the brake swivel. Done!

Appendix B – Certification

1. Certification

On delivery, the specifications of your new paraglider correspond to those with which the glider was type-certified.

Any unauthorised modification (e.g., changes to the line lengths and risers) will result in the loss of the type approval. We recommend that you always consult us before making any changes.

Caution is advised when changing the length of the brake line:

This is set at the factory to have precisely defined free travel. This is important for two reasons: If you activate the accelerator, the brake line shortens. If the brake is set very short, weFLY would brake at full throttle, impairing the final speed and stability.

The empty travel of the brakes also affects extreme flight manoeuvres.

Your paraglider is approved for harnesses in the GH group (without cross bracing???).

This includes almost all harnesses currently available. The type approval sticker on your harness provides information about the certification. Some harnesses enable particularly effective weight transfer but, in return, pass turbulence onto the pilot unfiltered. Other harnesses are more damped and, therefore, more comfortable - with the disadvantage of less agility.

Decide for yourself which geometry is best for you.

We will be happy to help you choose and adjust your harness.

The weFLY manual - an instruction manual | 53

Please remember that the safety and handling of a paraglider are at least half determined by the harness used.

Appendix B – Certification

2. weight range

Your paraglider is certified for a precisely defined weight range, which you will find in the technical data and on the type approval sticker in your glider.

If you fly outside these limits, i.e. if you exceed or fall below the operating limits, it will no longer comply with the certification.

It is a question of personal preference whether you want to fly your paraglider at the upper or lower end or in the centre of the permitted weight range.

A lower wing loading offers more efficient damping of turbulence, less dynamics and excellent climbing behaviour. In return, you have a slightly lower speed and less direct handling.

A high wing loading gives you more speed, a plumper canopy, more agility and greater dynamics in extreme situations.

Please use our customised trim tuning service to adjust your weFLY perfectly to your take-off weight.???

3. total line lengths

All line and riser lengths listed below are in accordance with EN 926-2:2013, in compliance with the test specimen. The test centre has checked the specified lengths, and they are within the tolerance permitted in the standard.

The lengths are measured from the attachment point of the riser to the lower sail and brake lines to the end of the main steering line under 50 N tension.

Appendix C – Specification

weFLY

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Flat area	m ²	44,4
Projected area	m ²	37,44
In-flight weight min.	kg	120
In-flight weight max.	kg	220
Glider weight	kg	7,85
Aspect ratio flat		5,6
Aspect ratio projected		4,18
Span flat	m ²	15,77
Span projected	m ²	12,51
Canopy depth max.		3,48
Certification EN/LTF		B
Cells		49
Riser		3+1
Riser Length		49
Trimmer		Yes
Accelerator path	mm	160
AB difference	mm	80
Brake travel max.	cm	65-90
Adjustable devices		Trimmer



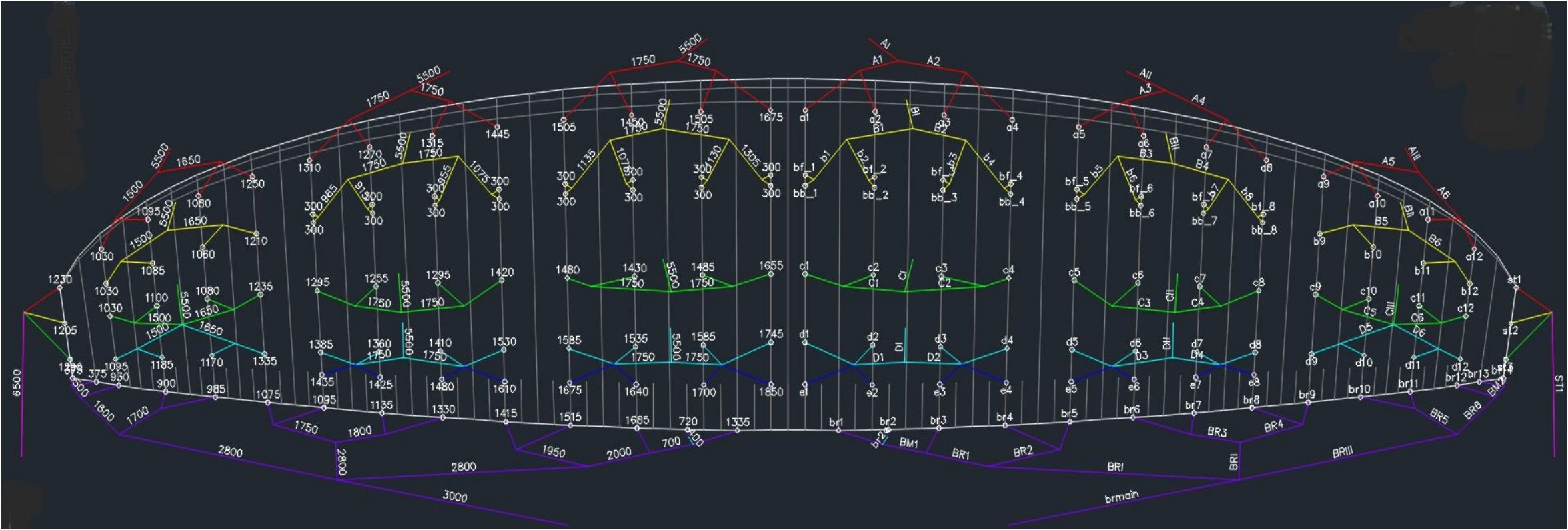
Appendix C – Specification

Materials

We only use materials with which we have had good experiences over the years and whose manufacturers we have the shortest possible delivery routes. Except for the Ronstan castors, all materials used in the weFLY come from the EU.

Leading edge topsail	NCV Skytex 38 / 70
Topsail	NCV Skytex 32 or 38
Trailing edge topsail	NCV Skytex 38
Bottomsail	NCV Skytex 27 or 32 Soft
Trailing edge lower sail	NCV Skytex 32
Inner construction	NCV Skytex 70032 E4D HF
Main lines	Edelrid Helix 7343-420/230/190/140, Ø 1.7, 1.5 and 1.3mm
Upper lines	Edelrid 8000U-130/90, Ø unsheathed 0.9 and 0.8 mm
Brake lines	Edlerid 8000U-90, Ø unsheathed 0.8
Steering line	DFLS
Risers	Cousin Polyester/Aramid 12mm
Linen locks	Peguet 3.5mm
Thread	Anefil Poly M T-45 and T-90
Leading edge profilr	Nitinol wire

Appendix D – Line plan



Appendix D – Line plan

Line Check and Facts About Line Lengths

weFLY is designed so that you can check your main lines quickly and reliably at any time. The main lines are the longest in the paraglider and, therefore, the most susceptible to stretching. A relevant trim change in the upper galleries is unlikely if their lengths are correct. This is why testing the main lines is a sound check.

To do this, hang your riser somewhere, go to the canopy with the lines taut, and compare the A, B, C, and D main lines of each section, combining all main lines in one riser. A/B/C/D I, A/B/C/D II and A/B/C III. You should pull the lines with a force of 5 - 10 kg.

With the weFLY, all main lines in a section must be the same length.



Appendix D – Line plan

weFLY 42 line lengths

	A	B	C	D	E	Brake
1	8915	8840	8895	8980	9085	9960
2	8745	8665	8725	8820	8935	9735
3	8690	8610	8670	8770	8875	9590
4	8745	8670	8720	8820	8910	9370
5	8685	8610	8660	8765	8845	9245
6	8555	8490	8535	8645	8715	9035
7	8510	8450	8495	8595	8660	8855
8	8550	8500	8535	8620	8670	8750
9	8390	8350	8370	8470		8730
10	8220	8200	8215	8305		8590
11	8085	8075	8085	8170		8505
12	8020	8020	8015	8080		8435
13						8380
14						8370
Stabilo	7720	7695	7780			

Appendix E – Risers

weFLY 42 Risers



Appendix F – Service

1 Subject of the inspection

Every paraglider model is subject to mandatory inspection.

The inspections can only be carried out by us, ourselves, or an authorised person.

This authorised person must have completed a corresponding training course and certificate with us.

Since 1 July 2001, checking your canopy yourself has also been legally possible. However, we will only allow you to do this if you have received special instructions from us.

A test report and documentation of the test flight will be created for each inspection. As always, you must keep the last test report and the document.

2. inspection intervals

weFLY must be inspected every 24 months or after 150 actual flying hours.

The first line measurement should be done after 150 flying hours and compared with the datasheet.

After this, performing a quick self-test of the lines every 100 flying hours, as described above under "Checking the trim yourself", is sufficient.

You can find the exact inspection instructions for the weFLY on our website at <https://iflygliders.com>

weFLY

A red and blue paraglider is shown in flight over a rocky coastline. The water is a vibrant turquoise color, and the rocks are dark and jagged. The paraglider's canopy is primarily red with blue and white accents at the bottom. The lines of the paraglider are visible, extending down to the pilot who is positioned near the rocky shore.

**The Latest
Technology &
Design**



**Quality
Materials &
Craftmanship**



**Agility,
Precision &
Performance**

Enjoy your weFLY

We will be delighted to help you with any queries or questions. Please get in touch.

iFLY Team

<https://iflygliders.com>

Created by Pilots for Pilots

