PRO GUIDE
/X-ALPS5

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1 INTRODUCTION

Welcome to skywalk!
Congratulations on the purchase of your new X-ALPS 5 and thank you for your trust in us and in our products. In this manual you will find product-specific information that will help you quickly get to know your new paraglider to ensure your fun for a long time.
General information about the most important safety-relevant points for handling your paraglider can be found in the attached „BASIC GUIDE".

We are always open for questions, comments or critique and are happy to provide you at any time with further information!

Your skywalk Team
PURE PASSION FOR FLYING

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The latest version of the manual can be found on
www.skywalk.info

2 DESCRIPTION

The X-ALPS5 is especially designed for the requirements of Hike & Fly competitions.
Developed with the technological know-how of our R&D team and the intense
experience of our X-Alps athletes.
Due to the special manufacturing technique in the nose area and the 2-line technology,
the X-ALPS5 is enormously powerful and can be flown very efficiently and fast over
a long period of time.
The lightweight design requires a certain amount of caution in handling.

PILOT REQUIREMENTS
The X-ALPS5 is designed for pilots well practised in recovery techniques, who fly very
actively and have significant experience of flying in turbulent conditions.

SCOPE OF DELIVERY
The X-ALPS5 comes standard with SOFTBAG LIGHT, compression strap, packing tube
and "BASIC GUIDE".

3 TECHNICAL DATA

Size	75+	85+	95+	105+
Cell number	68	68	68	68
Area flat (m²)	20,40	21,48	22,6	23,74
Wingspan flat (m)	11,56	11,92	12,22	12,53
Aspect ratio flat	6,57	6,57	6,57	6,57
Area projected (m²)	17,63	18,58	19,55	20,53
Wingspan projected (m)	9,54	9,79	10,04	10,29
Aspect ratio projected	5,16	5,16	5,16	5,16
min. profile depth (cm)	46	47	48	49
max. profile depth (cm)	217	224	230	235
Middle line length without risers (m)	6,11	6,26	6,43	6,60
Line consumption (m)	197	201	207	212
Weight (kg)	3,4	3,5	3,6	3,7
Take-off weight from - to (kg)	60-77	65-87	75-97	85-107
Winch certified	ja	ja	ja	ja
JET FLAP Technology	nein	nein	nein	nein
Paramotor homologation	nein	nein	nein	nein
Accelerator	ja	ja	ja	ja
Maximum speed bar travel (mm)	180	180	180	180
Brake line travel max. (cm)	48	49	50	53
Trimmers	nein	nein	nein	nein
Number of seats	1	1	1	1

4 LINE SYSTEM

The layout of the suspension points is designed for optimal load distribution and a long
lifespan. With all considerations and calculations however, our focus is always on safety.
The mix of materials used on the lines of the X-ALPS5 is an ideal combination of dura-
bility, low stretch and low drag.
The skywalk X-ALPS5 has 3A-, 3B-, and 1 stabilo line. The main-stabilo is connected with
the A2-riser. The brake lines are not load-bearing and lead from the trailing edge over the
main brake lines through the low-friction rings on the B-risers to the brake handles.
A marking on the main brake line indicates the position of the handle attachment.
This setting should not be lengthened, for example, to provide more brake travel in extreme
flight situations or during landing, nor shortened such that the glider is flown constantly
with some brake on.

To provide a better overview and to make sorting easier:
→   the A-mainlines are magenta.
→   the B-mainlines are blue.
→   the stabilo lines are orange.
→   the mainbrake lines are orange.
→   the remaining lines are unsheated.
The lines are attached with loops to oval shackles and secured with rubber rings.

The skywalk X-ALPS 5 has 3 risers per side:
→   the AI and AII mainlines lead to the A-riser, the AIII mainline as well as the stabilo line leads to the A2-riser.
→   the B-mainlines lead to the B-riser.

5 ACCELERATION SYSTEM

The skywalk X-ALPS 5 can be equipped with a foot-operated acceleration system.
The acceleration system effects the A-risers.

B-riser control
A handle on the B-riser allows the pilot to even out turbulence, speed and pitch while flying on speed bar without having to release the speed bar.
At trim speed, make sure to set only short, corrective impulses, otherwise there is a risk of stalling the wing due to strong inputs!
Any other adjustable, removable or variable devices are not available.

6 FLIGHT TECHNIQUES AND CHARACTERISTICS

WINCHTOWING
The skywalk X-ALPS 5 is well suited for winch towing. Make sure that you only use certified winches and that you climb from the ground at a flat angle.
The pilot must have had proper towing instruction and must ensure that the winch operator has had proper training that includes paragliders. When launching on a winch, always fly with a lot of feeling and don't brake too much as your glider will already have an increased angle of attack. We recommend the use of a towing adapter.

FLYING WITH A MOTOR
Currently, the X-ALPS 5 has no certification for flying with a motor. You can find out the current status of motor certification at any dealer or importer, or by asking skywalk directly.

You can find further information on practices and characteristics of flying in the enclosed "BASIC GUIDE".

7 DESCENT TECHNIQUES

BIG EARS
In contrast to the spiral dive, with big ears your forward speed is higher than your sink speed.
This descent method is used to quickly leave dangerous areas in a desired horizontal direction. The danger of canopy disturbances in turbulent air is greatly reduced with big ears.
Proceed as follows:
→   Activate the speed bar 50%.
→   Grab the outer B-lines (BIII) above the line shackles with your palms facing outward and pull down on the lines.
→   Keep the brake handles and the outer B-lines in your hands during the maneuver.
→   To recover from the maneuver, release the B-lines and the glider normally will open by itself.
→   As soon as the glider is fully open, release the speed bar.
→   To speed up the opening, pull on the brakes lightly. It is better to first open one side and then the other to minimize the risk of a possible stall.

Examples:
→   If the pilot is surprised near a summit with little ground clearance by strong wind or a thundercloud, neither a B-stall nor a spiral dive can help.
→   If the pilot is stuck in very strong lift, it is advisable to exit the lift band with the use of big ears and to find sinking air in which to lose altitude.

B-LINE STALL
This maneuver is not possible with the X-ALPS 5. For fast descent use a spiral dive or big ears.

You can find further information about descent techniques in the enclosed "BASIC GUIDE".

8 EXTREME FLIGHT

COLLAPSES
The skywalk X-ALPS 5 has been certified with special folding lines. The provocation of side and front collapses by pulling on the A-risers is not possible and can lead to unpredictable reactions!

You can find further information about extreme flight behavior in the enclosed "BASIC GUIDE".

9 MATERIALS

The skywalk X-ALPS 5 is manufactured from the highest quality materials.
skywalk has selected the best possible combination of materials with regard to resilience, performance and longevity. We are aware that the durability of the glider is a deciding factor in the pilot's satisfaction.
Please contact your skywalk dealer if you need any spare parts.

WINGS AND RIBS
Upper sail:	Porcher Skytex 27 classic II
Lower sail:	Porcher Skytex 27 classic II
Ribs:	Porcher Skytex 27 hard

LINES
A, B Main lines:	Edelrid 8001 - 340/190/130/90
A, B Middle lines:	Edelrid 8001 - 190/90/70/50
A, B Top lines:	Liros DC 60/35
Brake lines:	Liros DFLP 200/32, DC35; Edelrid 8001 - 50

RISERS
Cousin 7mm webbing

PULLEYS
Ronstan ball bearing

SHACKLES
Jootech oval 4,5 R

10 HOMOLOGATION

The X-ALPS 5 is certified to LTF 09 and EN926-1, EN926-2 in the category D.
Special folding lines were used when X-ALPS5 was going through certification. Without these folding lines, asymmetric and symmetric collapses (tucks and frontals) may not behave or recover as they did in certification tests. The folding lines have a special setting according to the LTF/EN D requirements.
At the canopy, the folding lines are attached to special loops at the test model. At the lower end, their three main lines are attached to a special riser. Please contact skywalk if you have any questions regarding use of the folding lines and riser.
The X-ALPS 5 is defined as a lightweight sport aircraft with an empty weight of less than 120kg in the paraglider category. The many homologation tests are the last hurdle in the development of a skywalk paraglider. The homologation test flights only take place when the test team is completely happy with the glider development.
We remark that the certification results will differ during flight in thermals or turbulent air. The homologation informs solely regarding the paraglider performance during extreme-flight-maneuvers performed in stable air conditions. These extreme-flight-maneuvers during the homologation process should thus not be over-valued.
Remember that certification maneuvers were carried out with a harness in the group GH. If another harness is used, the glider may display flight characteristics that differ from those in the description.

HARNESS MEASUREMENTS DURING THE TEST FLIGHTS:
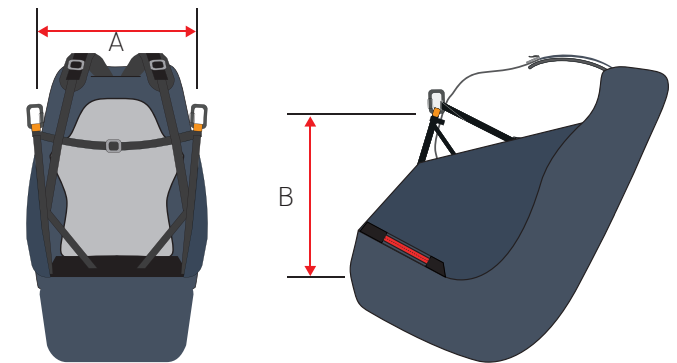
Width of harness attachment points   Height of harness attachment points

Total weight in flight (kg)	< 80	80-100	> 100
Width (cm-measurement ‚A')	40 ± 2	44 ± 2	48 ± 2
Height (cm-measurement ‚B')	40 ± 1	42 ± 1	44 ± 1

11 PACKING INSTRUCTIONS

Carefully packing your paraglider guarantees a consistently high level of quality. Stick to the packing instructions described here to protect the Rigid Foils and use the included packing tube to avoid unnecessary bending or kinking of the Rigid Foils. The supplied Softbag simplifies the packing process.

Gather your glider and lay it next to the Softbag. The lines should protrude out of the trailing edge. At the bottom of the Softbag there is a toggle button, here the risers will be hooked in later. The trailing edge should be in the direction of the toggle button.

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Now stack Rigid Foil on Rigid Foil, starting at the stabilo and working your way to the other stabilo.

With this technique, the glider lies together like an accordion from wing tip to wing tip and is not folded in the center of the glider. Thus, neither the center cells nor the Rigid Foils are subjected to increased stress. The openings at the leading edge must be aligned with the center of the Softbag.
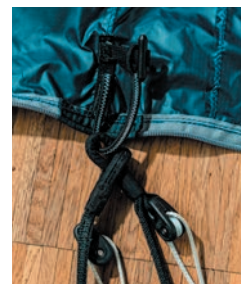

Secure the glider with the three webbed straps.

Make sure that the openings at the leading edge are neatly aligned. The Rigid Foils on the stabilos must also be pulled up towards the remaining leading edge.

Now sort the rest of the canopy lengthwise to the trailing edge, making sure that the Rigids Foils lie neatly lengthwise and are not twisted.
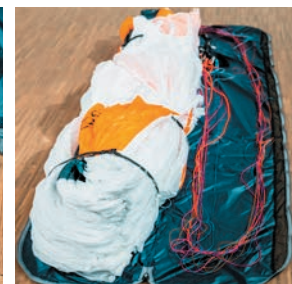
Attach the risers to the toggle button and place the risers and lines in the Softbag.

Carefully close the zipper, being careful not to pinch any lines or paraglider material.
Place the Packing Tube at the level of the second webbed strap.

Fold the leading edge over the Packing Tube. The side of the Sofbag with the lettering must be at the bottom. Fold the other end over the folded side and close the plastic clip.

Tip: For a particularly gentle storage, lay out the Softbag lengthwise when not using the paraglider.

12 CLOSING WORDS

The skywalk X-ALPS 5 is at the pinnacle of paraglider development in the market for ultralight high performance gliders and shows what is possible regarding performance, safety and innovation. It cost us a lot of time to develop this glider, but it was also a lot of fun. In this development we recognize the challenge of making the right product for every area and individual taste. We are pleased if you notice this during your first flight and if you feel a certain unity with your glider from the very beginning.
The X-ALPS 5 will provide you with plenty of joy over many years if you treat it and care for it properly. Respect for the demands and dangers of our sport are essential for successful and beautiful flights.

Even the safest paraglider can be dangerous due to misjudgments of meteorological conditions or pilot error. Always remember that flying sports are potentially risky and that you are responsible for your own safety. We advise you to fly carefully and to respect laws in the interest of our sport, because every pilot always flies at his or her own risk!
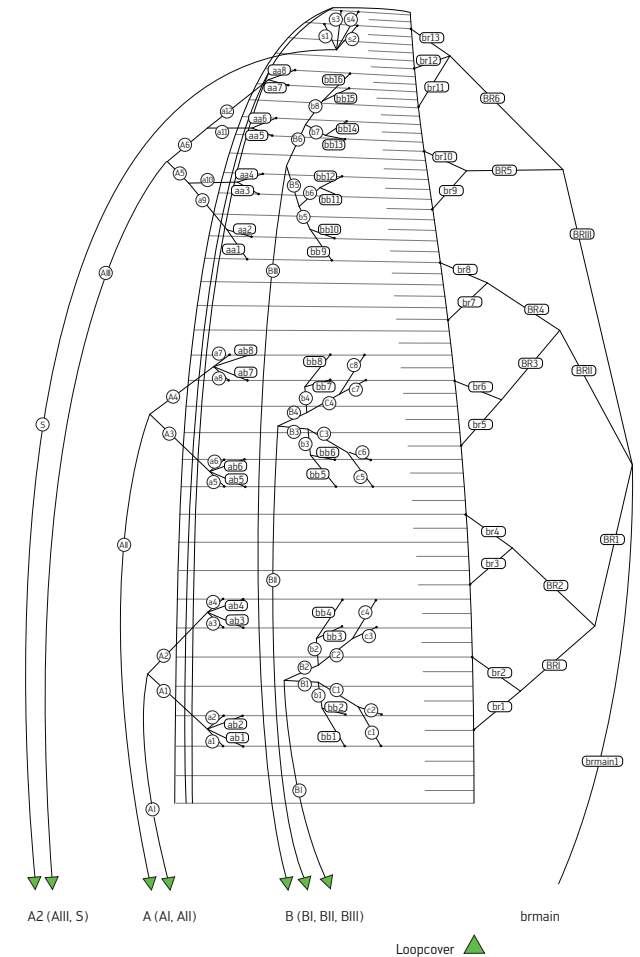
**WE WISH YOU A LOT OF FUN WITH YOUR NEW GLIDER
AND HAPPY LANDINGS!!**
Your skywalk Team

13 LINE SCHEMATIC

This line schematic is only for illustration purposes.

A2 (AIII, S)   A (AI, AII)   B (BI, BII, BIII)   brmain

Loopcover

14 LINE LENGTH

The total line length has to be measured under a tension of 50 N. The difference between the measured length and the original length should not exceed ± 10mm. Compliance of the test sample's suspension lines, brake lines and risers were checked by the testing laboratory after the test flights were completed.
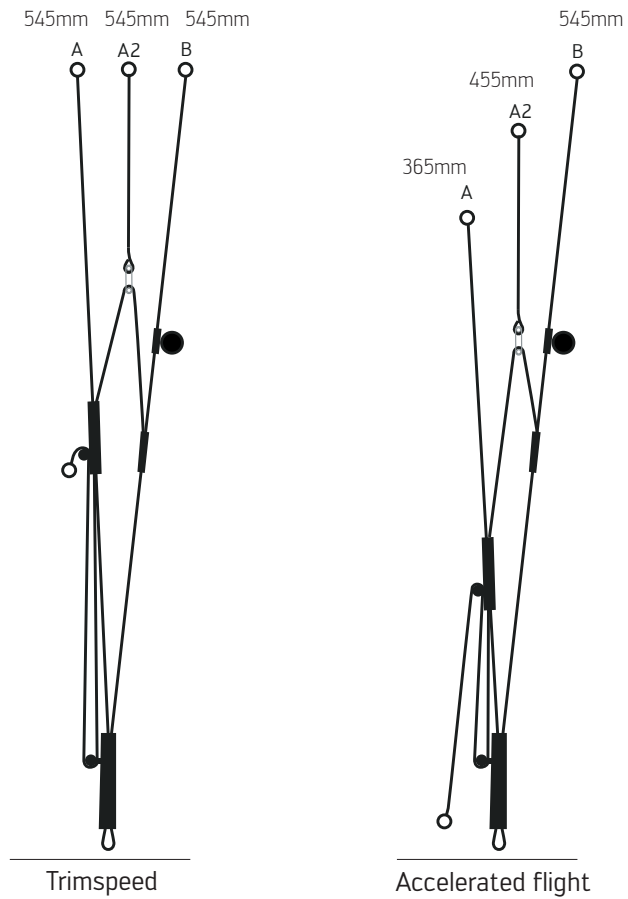
Total line length X-ALPS5 size:75+, 85+, 95+ and 105+: **www.skywalk.info**

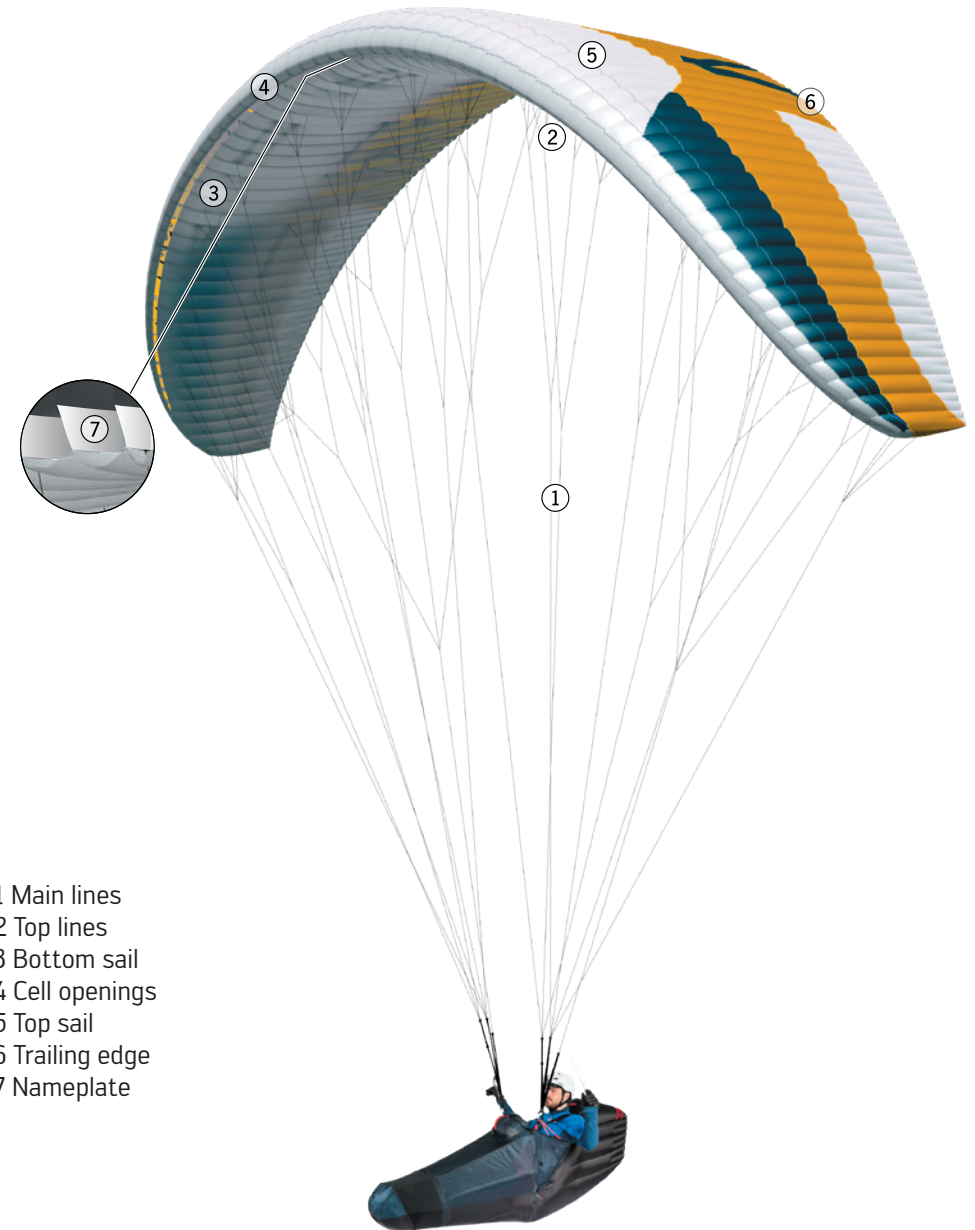Single line length X-ALPS5 size:75+, 85+, 95+ and 105+: **www.skywalk.info**

15 RISERS

The difference between the measured riser lengths and the original riser lengths should not exceed ± 5mm.

X-ALPS5, size 75+, 85+, 95+ and 105+

545mm 545mm 545mm
A   A2   B

545mm
B

455mm
A2

365mm
A

Trimspeed

Accelerated flight

16 OVERVIEW GLIDER

1 Main lines
2 Top lines
3 Bottom sail
4 Cell openings
5 Top sail
6 Trailing edge
7 Nameplate

17 TEST PROTOCOL

Date:	
Customer, Name:	
Adress:	Phone:

Glider:	Size:	Serial number:
Type certificate number:		Date of last check:
Date of first flight:	Year of construction:	

Accomplished checking:	Results [+/−]:	Description of failure:	Suggested repairs:
Identification:	+ −		

Visual check of canopy:

Upper surface:	+ −		
Lower surface:	+ −		
Profiles:	+ −		
Line flares:	+ −		
Leading edge:	+ −		
Trailing edge:	+ −		
Crossports:	+ −		

Visual check of lines:

Seams:	+ −		
Abrasion spots:	+ −		
Core withdrawals:	+ −		

Visual check of connectionparts:

Suspension line screw locks:	+ −		
Risers:	+ −		

Length measurement:

Risers:	+ −		
Lines:	+ −		

Examinations of the canopy:

Firmness of canopy:	+ −		
Porosity:	+ −		

Examinations of the lines:

Firmness of main lines:					daN

	Results [+/−]:	Description of failure:	Suggested repairs:
Visual check of trimming:	+ −		
Checkflight necessary?	+ −		
Type certificate patch?	+ −		
Identification plate?	+ −		

Condition:
- ☐ New
- ☐ Very good condition
- ☐ Good condition
- ☐ Well used
- ☐ Heavily used, but within homologation standards, frequent checks required
- ☐ No longer airworthy, outside of the limit values.

Repairs made?:

Signature of tester:	Date:
Name of tester:	Firm stamp:

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