

# CAMO H2.6



Please read this manual before first use.

Thanks for having chosen an Opale-Paramodels product. We truly believe this wing is going to give you hours of enjoyment and will enable you to go through new outstanding piloting experiences.

This user's guide content includes all the information you need to get your wing in flight and to ensure you will take good care of it. A good knowledge of your equipment will allow you to safely obtain most of its performances for your greatest pleasure! Thanks for giving this manual to the new owner in case you decided to sell your radio-controlled paraglider.

Best regards,  
The Opale-Paramodels Team

## Safety Information

You should be properly insured according to the country regulation you are using our equipment in. You hereby accept the inherent risk of flying radio-controlled models.

Using our equipment in a bad way may increase risks. Neither Opale-Paramodels nor any other seller will be liable for any damage caused by any accident whatever the circumstances are. The way our equipment is used is incumbent upon the final user, including towards the law.

## Contents

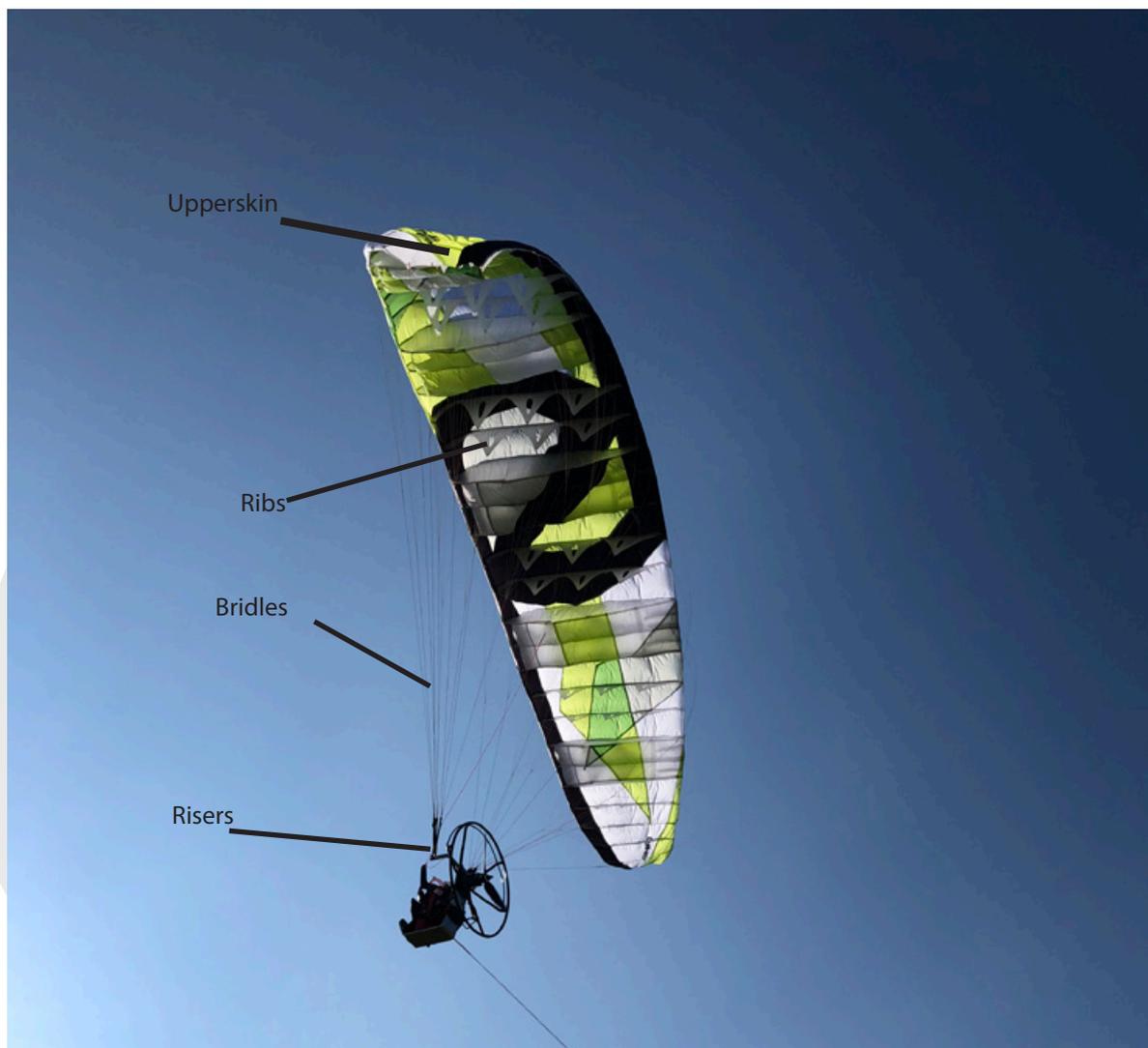
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## Warranty

The wing is guaranteed against any manufacturing defect.

If, while using, the pilot cut or damage a bridle, tear any part of the wing, repair and replacement of damaged parts are not taken in account by the warranty and the user will be charged for it.

## Wing composition



## Specifications

Flat wingspan: 368cm  
 Ratio: 5.2  
 Flat surface: 2.6m<sup>2</sup>  
 Bridle: Spliced Aramid 25 / 50daN / DFL 70  
 Tissue: Nylon Ultra light 10/20D 27/32gr  
 Cells: 32  
 Space between risers: 14 to 18cm

Total weight (incl RTF Backpack)	3.0kg	4.0kg	5kg	7kg	8kg
Wind speed	5km/h	10km/h	15km/h	25km/h	30km/h

## Radio Setup

Connect the backpack servos (or pilot ones) to the radio receiver. Think of removing the propeller before handling.

To fly the wing effectively, your radio must absolutely include a "Delta/V-Tail" mixer.

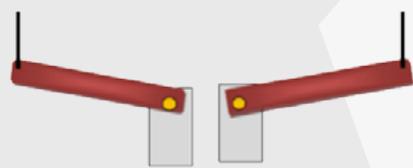
In case of using a non-programmable radio, you will have to use an additional Opale Rc Paramotor mixer module between the receiver and the two servos, to do this mix. It is necessary to add a rubber band on the left stick (in Mode 1) in order to maintain constantly in flight the arms in high position.

The amplitude of clearance of each servos must be  $90^\circ$  on a full clearance with each stick.

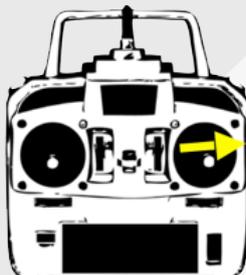
The Rc Paramotor mixer offers the advantage to fly the wing as a real.

As below:

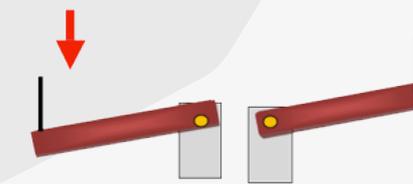
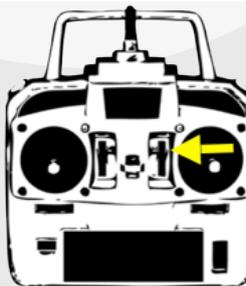
Flight position maximum speed :  
the trajectory is rectilinear



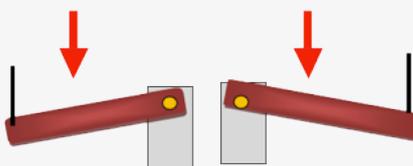
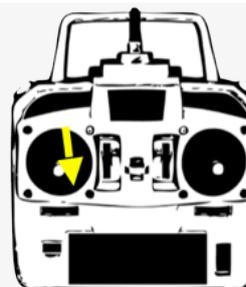
Right turn:  
right arm move downwards, left  
arm move upwards



Left turn:  
Right arm move upwards, left  
arm move downwards.



Flight position minimum speed:  
both arms move downwards



## Brakes Setup

**Brakes setup is a crucial step to use your remote controlled paraglider. Without it, it will be impossible for you to fly your model.**

**Before proceeding, unknot the orange brake bridle fixed on the riser's back ring.**

Then, you just have to adjust the brake length according to the "two inflating" method in order to have a total control on the aircraft during the take-off.

Adjust approximately your brake's length, in a way to obtain the same distance on left brake and right brake, thanks to the black mark on the bridle (this mark must be at the same height than the last bridle attachment ring on the riser). Put the backpack in flight attitude, so the servos, in high position, pushing the depth stick.

Then, make a knot in a shoelace style to ensure its attachment at the arm's endpoint.

- First step:

Put the servos in high position and perform an inflating by pulling the backpack in a horizontal way. If the wing encounters difficulties to inflate, increase brake's length until you obtain a satisfactory inflating.

If it inflates without problem, move to the next step.

- Second step:

Put the arms in low position.

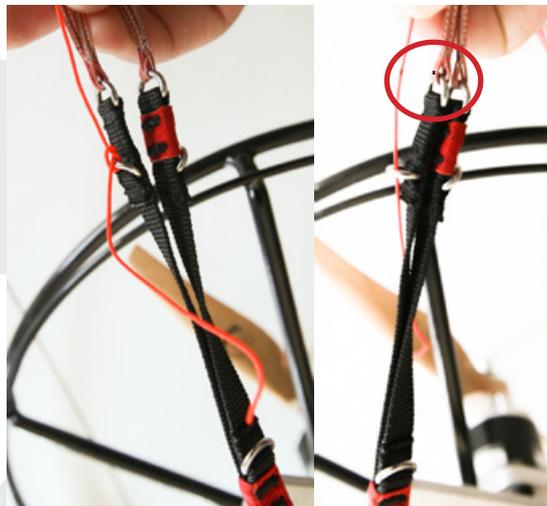
Try to inflate the wing. If it inflates, reduce brake's length centimeter by centimeter until it can't inflate anymore.

If the wing doesn't inflate, the adjustment is correct.

- Third step:

During first flight, look if your wing deflect on the left or on the right while pulling simultaneously on both brakes.

Then, you just have to adjust the concerned brake's length until you obtain a perfectly rectilinear trajectory.



## Speedbar Setup

	<p>The speedbar bridle has to be set on A lines . In the normal flight position, no strenght has to be applied.</p> <p>The speedbar bridle must slide through the ring provided for this purpose.</p>		<p>In accelerated position, the A must be lowered by 2cm maximum in order to guarantee a consequent speed gain and an optimal stability.</p>
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## Folding of the wing

A correct folding is important to optimize the wing's longevity.  
It is strongly recommended to fold it according to the following method (valid for any wing):



Bring the wing's endpoints to the center of the wing. Put the risers at the bottom of the central cells in order not to mix the bridle and avoid any overflowing.



Then, bend the wing in two taking care of not folding the stabilizing rushes. Then insert the wing in its carry bag.



## Repair

### Repair a tear (if it don't exceed 10cm)

Some adhesive tissue is provided with the wing at purchase.

Arm yourself with the good color, and cut an oblong shape pad with 2 cm outside outlines regarding to the tear shape.

Position this pad on the wing's extraback and be careful to not make any folds. Teared parts must be put edge to edge.

Press firmly on the adhesive tissue in order to remove the air.

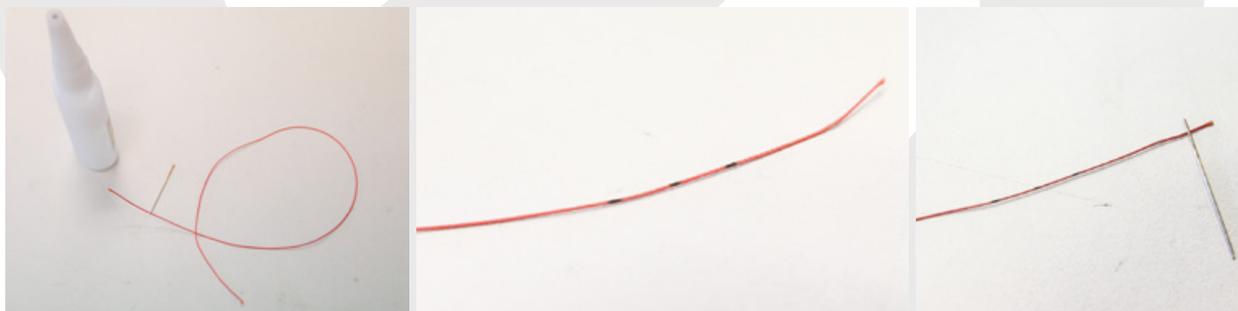


### Replace a damaged bridle

Arm yourself with the raw material included with your wing. Natural color Aramid is 25 daN. It is used for the bridle connected to the wing, on the clip.

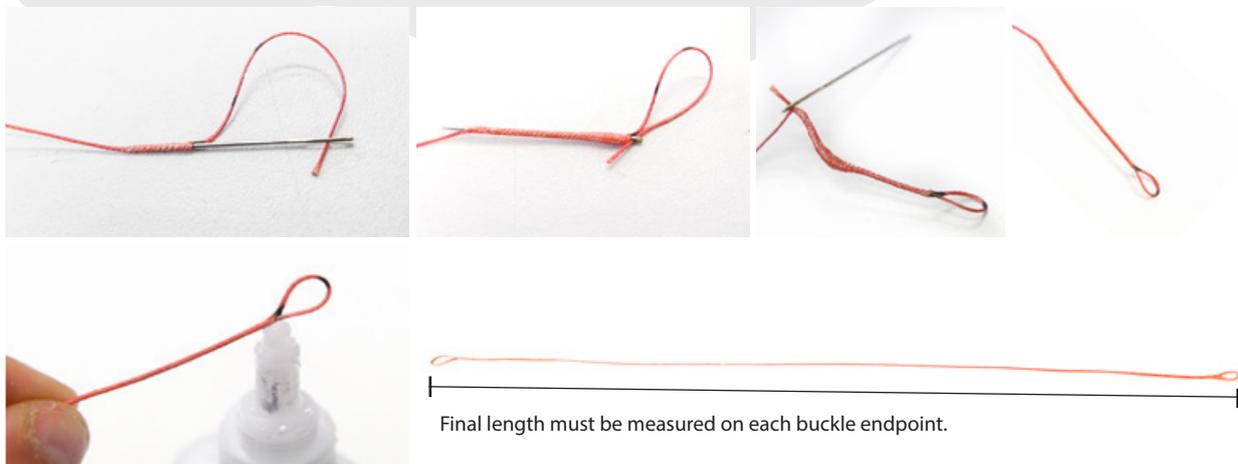
Red Aramid is 50 daN, used to connect the 25 daN bridle and the risers link.

If a bridle is cut, it is important to use exactly the same material and redo as before the same length, to the millimeter, by respecting the procedure below.



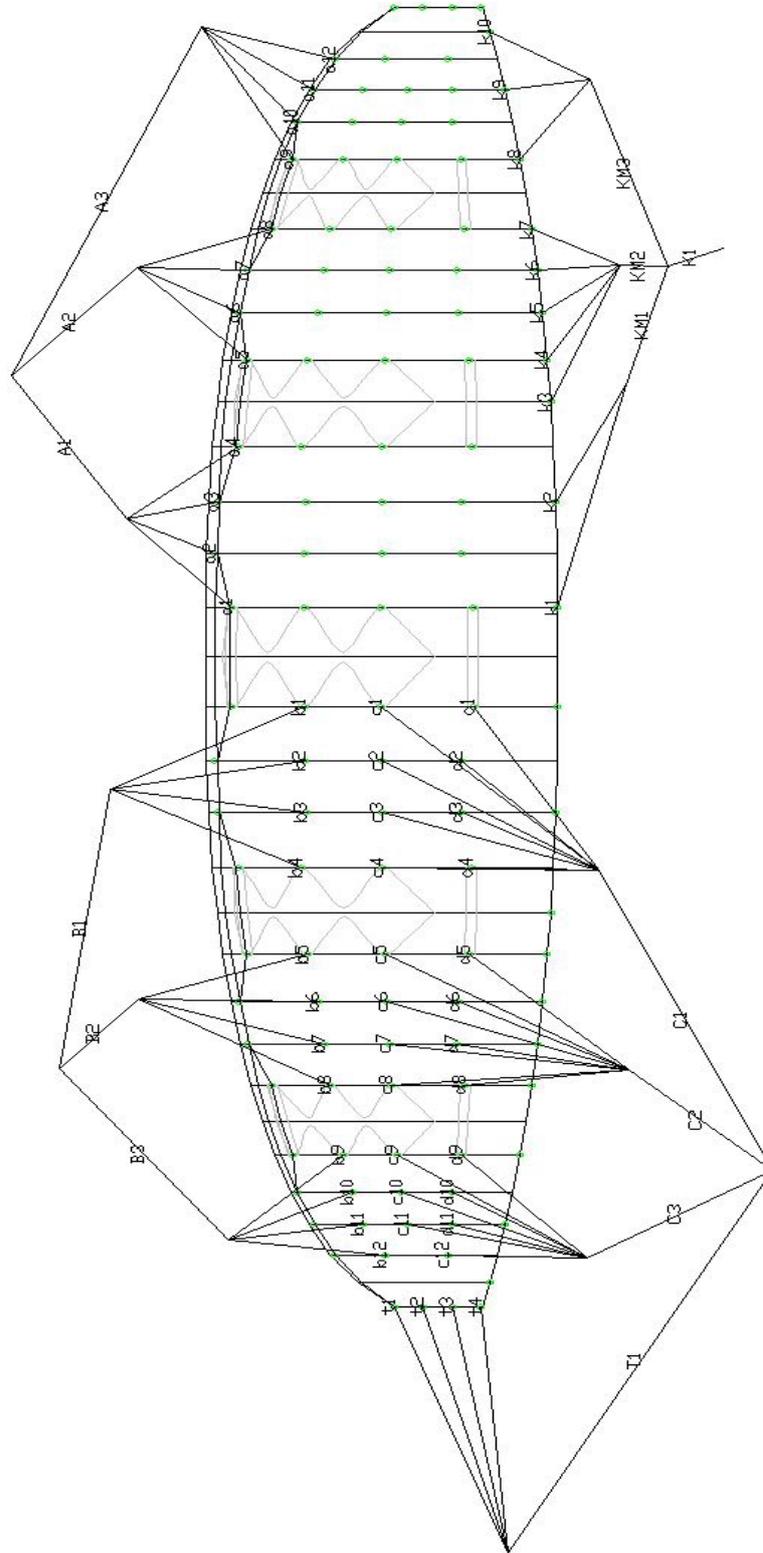
Use a needle to be papered, with a round endpoint and liquid cyanoacrylate glue.

To perform the first buckle, put a mark at 4 cm from the endpoint with a marker pen. Then, put 2 another marks with 1cm space between each. Then place the endpoint in the needle's hole.



Final length must be measured on each buckle endpoint.

## Bridle Layout



## Bridle Layout

Length in millimeters

a1	923	k1	962
a2	927	k2	897
a3	923	k3	842
a4	910	k4	808
a5	899	k5	781
a6	908	k6	776
a7	903	k7	781
a8	888	k8	737
a9	767	k9	703
a10	757	k10	725
a11	730		
a12	704	t4	502
		t3	487
b1	896	t2	482
b2	839	t1	487
b3	837		
b4	885	A1	900
b5	873	A2	900
b6	824	A3	1000
b7	823	T1	1125
b8	862		
b9	739	B1	900
b10	686	B2	900
b11	670	B3	1000
b12	651		
		C1	900
c1	909	C2	900
c2	831	C3	1000
c3	829		
c4	898		
c5	880	K1	700+250
c6	811		
c7	808		
c8	862	KM1	500
c9	733	KM2	500
c10	664	KM3	500
c11	651		
c12	638		
d1	967		
d2	866		
d3	863		
d4	955		
d5	927		
d6	833		
d7	827		
d8	896		
d9	751		
d10	664		
d11	651		

## F.A.Q. Questions / Answers

### **My RC paramotor seems not to move forward very fast. How to remedy this problem?'**

If your model advance a little bit, or if it even stays on-the-spot, it is because your model is too light. In that case, you have to land and increase the weight with additional ballast or batteries until you obtain a 5 to 10 km/h with regard to the ground.

### **How do I know if the brakes bridle are adjusted correctly?**

Brakes bridle are perfectly adjusted when the trailing edge is completely loose while flying, with the depth stick pushed up. Also, as soon as you push laterally of some millimeters the aileron stick, the trailing edge must begin to fold immediately. Otherwise, you must shorten centimeter by centimeter until you obtain an immediate control. It is a matter of the RC paramotor stability. The "Two inflating" method let perform a correct adjustment in 80% of cases. Think of it!

### **How do I know if the wing is correctly connected to the backpack?**

When holding the model by the backpack/pilot, wing downwards, none of the bridle must cross, or turn around another bridle. Otherwise, you will have to untangle your wing. Before first flight, check the tightening of your inox buckles.

### **In what sense is it necessary to mount the propeller?**

To obtain a maximal thrust, the propeller leading edge must be directed forward the backpack. It is easy to recognize the leading edge, because it is the bulged portion and non cutting side of the propeller. The trailing edge must be directed backwards. It is the cutting part of the propeller.

Generally, propellers have a logo or a marking. It is most of the time put on the leading edge.

### **How to inflate correctly his RC paramotor wing?**

To inflate correctly his wing, it is essential to face it to the wind, at a sufficient distance from any obstacle. (generally 300m). Maintain your backpack at the basis and give a dry horizontal pulse while accompanying the rise of the wing. Throw smoothly the backpack straight away with a 50% engine speed.

### **I broke a bridle. How can I replace it?**

The bridle can be replaced easily by following the splice method described in this manual.

### **My wife is fed up with looking at me sleeping with my RC paraglider. What can I do?**

This is a very complicated situation at first sight. Nevertheless, two solutions can solve this problem. At first, you can lend her your credit card during sales period, or, in a second time, ask her for a friendly divorce. (But prefer the first solution, your RC paraglider's custody is in the game!).

### **There is a hole in my wing. How can I fix it?**

A hole can be fixed in a few minutes thanks to the adhesive tissue provided with your wing. Follow the instructions described in this manual at the previous chapter.

### **Why my wing doesn't inflate, even when facing to wind?**

If the wing doesn't inflate even when facing to the wind, the brakes bridle adjustment is too short. In that case, extend them centimeter by centimeter then perform again the "two inflating" method, to ensure the control at first take off.

### **Is it possible to replace the risers ?**

A riser can be replaced easily. Contact your Opale Paramodels dealer to obtain the correct reference.

## F.A.Q. Questions / Answers

### **Is it possible for the RC paramotor wing to take away some material for shooting/FPV? Until which mass?**

Each wing has a maximal takeaway capacity. Check the model total weight and compare it with the wing's takeaway capacity. You will obtain the payload value, compatible or not with your equipment. Be careful, if you make your paramotor strongly heavy, think of a more powerful motorization, by keeping a 150 W motor ratio / Kg of complete model.

### **Can I fly anywhere with my wing? Is it a danger for the goods and the people?**

You can't fly anywhere with your wing. To practice aeromodelling, you must own a third-party insurance and practice on a ground with the owner's agreement. Ideally, contact your aeromodelling federation. It is forbidden to fly in an urban zone and close to the houses. This type of model is not light, it can cause heavy physical and material damages. Use it carefully and without going above your limits.

### **Until which height can I fly the wing?**

In order to not disturb aerial traffic, maximum authorized height is about 150m from the ground. Contact your federation and the organism of aerial traffic management of your country to have reliable information about it.

### **Is it possible for my hamster to fly my RC paramotor? Which precautions to take?**

Check if your hamster is solidly attached to the backpack. The wear of a helmet and flysuit is advised. If you perform several 360° and wingovers, think of installing under the batteries, a little plastic bag near its paws with few menthol candies.

### **Can I do another use of the paramotor wing?**

This wing can be used for slope soaring without backpack. In that case, you will have to attach a pilot as a real paraglider discipline.

### **Is it possible that the wing deflates while flying? Which behavior to adopt in that case?**

If your wing deflates while flying and begins to reverse, it is because you have too much requested the brakes. To remedy this phenomenon, slacken gradually the radio sticks and think of cutting the throttle.

### **Is it important to untangle correctly the bridle before flying? How can I do? I am lost with all those strings!**

It is essential to untangle well the bridle. If not, you can strongly distort the flight characteristics of the wing. To untangle all the bridle fastly, drop the wing out of the backpack. Hold the riser by the endpoint and seize one by one the bridle around the principal bridle package. Always take first the most distant bridle.

### **My wing is caught in a thermal and gets altitude. What can I do to regain control?**

This scenario is usual when convection conditions are present. In that case, no panic. Relax and maintain a trajectory as rectilinear as possible to fastly go out of the thermal.

### **How can I maintain and clean my wing?**

If you made your wing dirty, you can clean it with a wet cloth. You can rinse it with clear water as well. Never use chemical products! The tissue could be hardy damaged. Think of tidying your wing in a dry place, shielded from UV and humidity.