MACFLY PARAMOTORS

SERVICE BULLETIN – SECURITY NOTE
CONTACT BRAKE WITH PROPELLER

We have been told several cases of contact of the brake control of the wing with the propeller,
In training, students do not have the experience of avoiding this type of problem. We specifically ask instructors to make their students aware of this potential incident, and to rule out all triggers that increase the risk.
Here are our recommendations:

- It is important to attach your brake controls to the risers before releasing them, and to ensure that they are properly attached
  (photos N° 1 and 2)

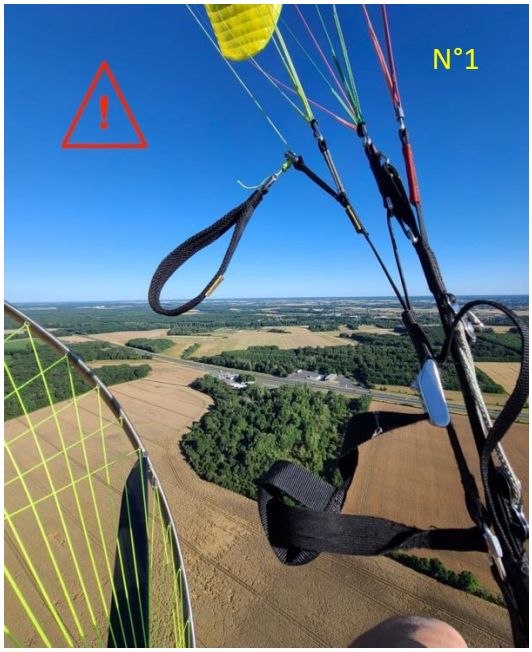
- If the pilot is leaning too far forward (example: bad adjustment of the rings on the arms), the top of the cage gets closer to the risers more easily.
  To avoid this it is important to do a test on a gantry before starting the flights, and to respect 10 to 15 degrees of inclination between the vertical and the plane of the cage. (picture N°3)

- It is possible to reduce the throttle to level off when installing in the harness, to reduce the suction effects of the propeller

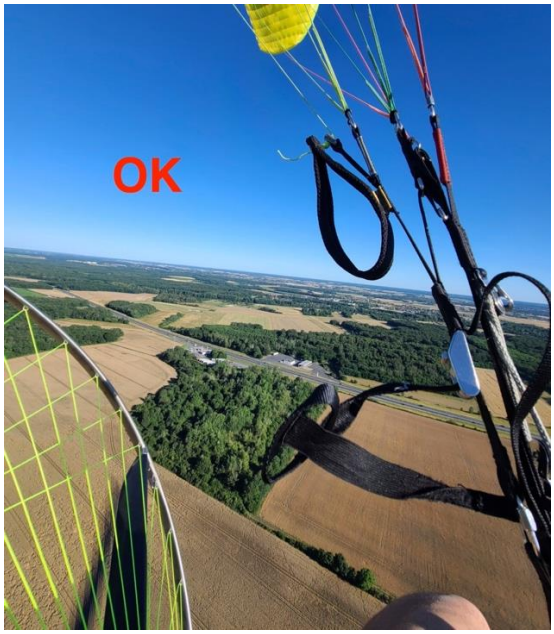
- Do not make too wide and sudden movements when installing in the harness

- The longer ergonomic brake controls have more possibility of contact with the propeller than a brake control with a rigid or semi-rigid part (photo N°4)

- If there has been a break in the brakes, we recommend piloting with the rears risers (D-risers)
  We advise you to refer to the manual of your wing and to check the possibility of piloting with the rear before starting a flight with a new wing.
  This technique will allow you to finish your flight and land as soon as possible in safety.



Brake control released **DANGER**



Brake control on its magnet **OK**

Propeller plan to be checked on the gantry before starting a flight

Difference between long ergonomic brake control and brake control with rigid or semi-rigid part.