



Gravis1 / Safety Safety notice

GRAVIS1 XS, EAPR-GS-568/17

GRAVIS1 S, EAPR-GS-567/17

GRAVIS1 M, EAPR-GS-566/17

GRAVIS1 L, EAPR-GS-544/17

GRAVIS1 XL, EAPR-GS-565/17

After reports from the DHV testing and in the course of paragliding checks, it was found that older Icaro **GRAVIS1** wings can suffer from a shortening of the C and D Line sets. Which will change take-off and flight characteristics.

As a result, the glider **can** go into deep stall with big ears, especially when:

- **Not** operating the speed bar in conjunction with **BIG EARS**.
- When reaching up past the riser maillon, and pulling in **BIG EARS** using the Outer A line. This reduces the area of the flying wing considerably more than in the conditions of the DHV sample test. Resistance increases, the angle of attack is increased, the speed is reduced and increased risk of a stall situation.

As a precautionary measure, ICARO is ordering a follow-up check for all **GRAVIS1's** that were checked more than 12 months ago or that have been in operation for more than 75 hours.

Regardless of this, a review is required for the **GRAVIS1**

- Which have displayed deep stall characteristics while using **BIG EARS**,
- Or where the pilot has noticed an unusual hanging of the canopy when being inflated on launch.

Before the next flight, these devices must be subjected to a check by the manufacturer or by



Ascent Paragliding, who will be dealing with all contact and corrections within the UK.