

**Formation**

**Leisure**

**Expédition**

**Xtreme**

## ***Welcome to the exciting world of paraskiflex!***

*You have just acquired the most simple, easiest to utilise and the most efficient free-sail on the market today. You will surely be grabbed by the excitement this new sport is going to bring to outdoor sports enthusiasts. Enjoy the freedom of gliding with the wind on our many open spaces, frozen lakes and rivers.*

*This new winter sport is for the whole family. You are now a Paraskier joining the ever increasing family of Paraskiflex unconditionals.*

***Thank You! The Team!***

1

## ***Warning! Danger!***

*Paraskiflex is a new exciting sport but like any other outdoor sports it can be potentially dangerous. The raw force and power of the wind can lead to collisions and falls causing potentially fatal injuries. This short guide is a good tool to help you enjoy your sailing in a secure way.*

*It is of utmost importance for you to master all the necessary elements in order to confront the power of the wind. We strongly advise at least an initiation course with our certified instructors. Almost all our dealers are certified instructors and are able to provide you with the necessary instructions.*

*Be responsible for your own safety as well as your fellow Paraskiers. Learning Paraskiflex is as easy as learning to ride a bike, observe the safety rules. **Now Enjoy the Ride!***

2

# **CONTENTS**

## **Chapter 1. Safety**

*A- The Wind and it's Dangers*

*B- The ground and Ice*

*C- Equipment*

*D- Navigate in Control*

## **Chapitre 2. Wind Notions**

*A- The Window*

*B- The Bearings*

*C- Beaufort Wind Scale*

## **Chapitre 3. TECHNIQUE**

*A- The Concept of Paraskiflex*

*B- Assembly*

*C- Taking -Apart and Storage*

3

## **Chapter 3. TECHNIQUE (next).**

*D- The Knots*

*E- The 3 Utilisation Modes(2008)*

## **Chapter 4. Navigation**

*A - Starting Sequence/Slowing Down*

*B - Dropping the Sail/Cutting-Loose*

*C - Changing Direction*

*D - Coming to a Stop*

## **CONCLUSION**

## **Paraskiflex Warranty**

4

# **Chapter 1. SECURITY**

## **1-A. The Wind and it's Dangers**

*Always be conscious of the power of the wind, it is a much more powerfull engine than you might think. Even the calmess of winds can move you at suprising speeds. When you navigate on open spaces the wind is always stronger than on the water- front. That is why we ask our students to start undersailed then they can move to a more powerful mode. Be conscious of your abilities.*

*The wind always reduces air temperature ( windchill ) and may cause frostbites, always wear proper garments. Wind is also unpredictable and can increase unexpectedly, be ready to reduce your sail accordingly!*

**Be Alert!**

5

## **1-D The Ground and Ice**

*Always navigate on obstacle free grounds. Avoid in advance potentially hazardous obstacles . Always slowdown near obstacles. Be aware of hidden traps, under the snow, fences, branches etc. Avoid moving obstacles such as: other paraskier, snowmobile etc . Always keep clear of powerlines.*

*Always seek advice to a competent person before paraskiing on frozen ice or lakes. Ice is always thinner on a river or a lake where there is running water. Never approach visible water on a frozen lake or river. Before using a new spot, always seek permission to the owner.*

*Don't forget to wear proper protection gears such as a full protection helmet and ski goggles and a good pair of padded gloves.*

6

## **1-C. EQUIPMENT**

*Meticulously take care of your equipment, it is for your own security. You are the only one responsible. Always have a professional tune-up your skis and bindings. Before every outing make a four points verification: 1) The Sail 2) the lines 3) The harness 4) the panic-snap. You also must be capable of shifting your sail to each mode system. This is very useful since wind conditions can change quickly.*

*Before your very first outing practice the dropping and cutting-loose sequence. Always replace lines showing visible wear. Always wear ski goggles and a full protection helmet. Store your sail in a cold environment, this will prevent melted snow to damage your material. Avoid hitting the extremities of your rods to the ground it can damage and even break them.*

7

## **1-D Always Navigate in Control**

*Always assemble your sail in an open space and try to start in a slower mode . Maximum control is always advisable. Before raising your sail, put your skis on and attach your harness to your direction bar with the panic-snap. **Never raise the sail without attaching your harness to the bar.***

*As a novice paraskier never catch bumps like in alpine skiing, you will risk an injury the first time around. A certified instructor will progressively teach you how to master the power of the sail in order to launch yourself without jumping. Learn to walk before running.*

***Universal Navigation Rule:** The paraskier who has is left hand in front of the bar must yield passage to the oncoming paraskier.*

***Please respect the basic safety rules!***

8

# **Always Navigate in Control. ( next)**

*Never navigate alone. Always advise somebody of your departure. Identify some visible targets in order to easily come back to your starting point,( buildings, trees,flags etc. ). Bring your cell phone with you. A carry pouch with small repair tools such as a penknife, lighter, hot-shots and extra lines is always advisable.*

*Try to master all the security elements mentionned in this chapter in order to fully benefit from the fun of Paraskiflex in a safe way. A small injury can take bigger proportions in cold weather. An immobilized person can suffer serious hypothermia and frostbites in a short amount of time.*

**Be Extremely Prudent !**

9

## **Chapitre 2 Wind Notions**

**2-A. The Window:** *Place yourself facing the wind, Windward . In this position you are at the center of the clock and the wind is at 12Hr.*

**Window:** *This is the zone in space where a sail can move under the wind at the end of its lines compare to the paraskier.( From 3h. to 9h. )*

**Edge of the Window:** *It is the imaginary line where the sail will stop facing the wind.*

**Power Zone:** *It is the space in the window where the sail will give power. The maximum is downward at 6hr..*

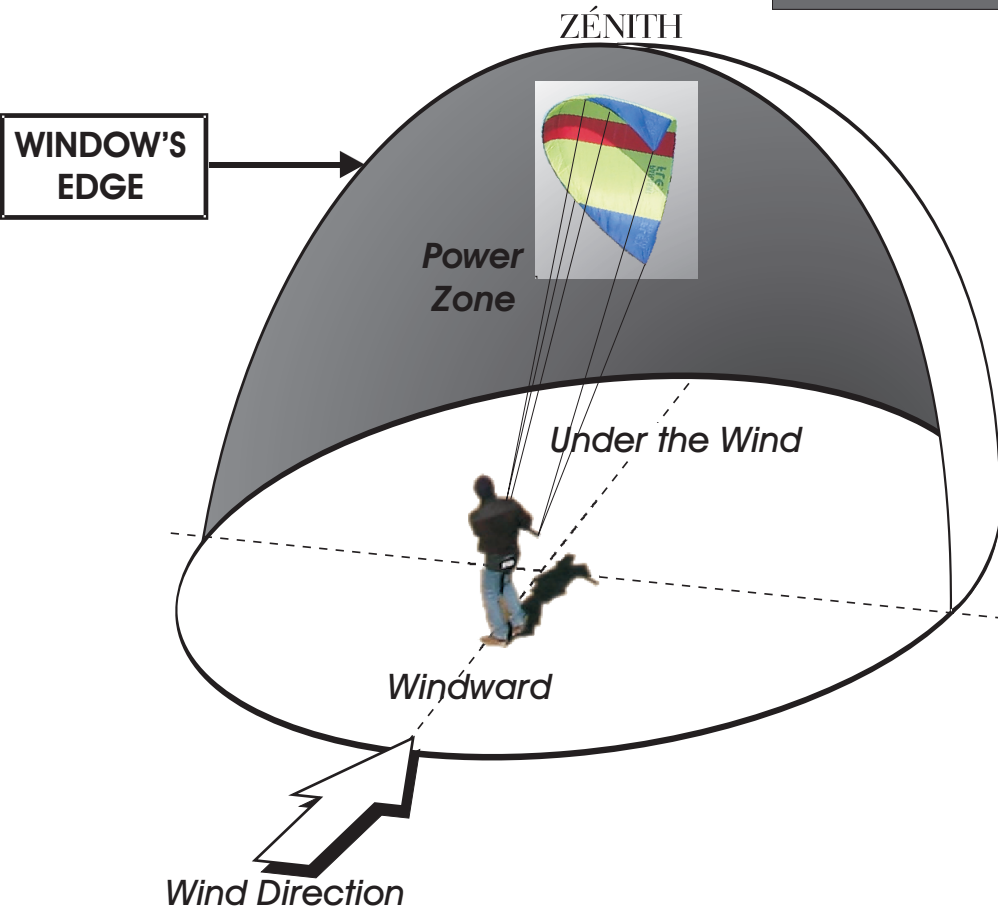
**Zénith:** *It is the highest spot upward where the sail flies in balance facing the wind. (A Neutral Point)*

**Windward:** *Where the wind comes from compare to the Paraskier ( 12 Hr)*

**Upwind:** *Where the wind goes compare to the Paraskier ( at 6hr ).*

10

# The WINDOW



## 2-B The Bearings

You always start sideways winward, direction beam reaching.

**Beam Reaching:** Move about 90 degrees compare to the direction of the wind. Most utilised bearing, ( towards 3hr or 9hr )

**Beating:** Move about 45 degrees upwind( towards 2h. or 10h. ).  
**Upwind** = moving facing the wind.

**Reaching:** Move about 45 degrees windward ( towards 2h.or8h.).Wind almost in your back. Maximum speed:  
**CAUTION.**

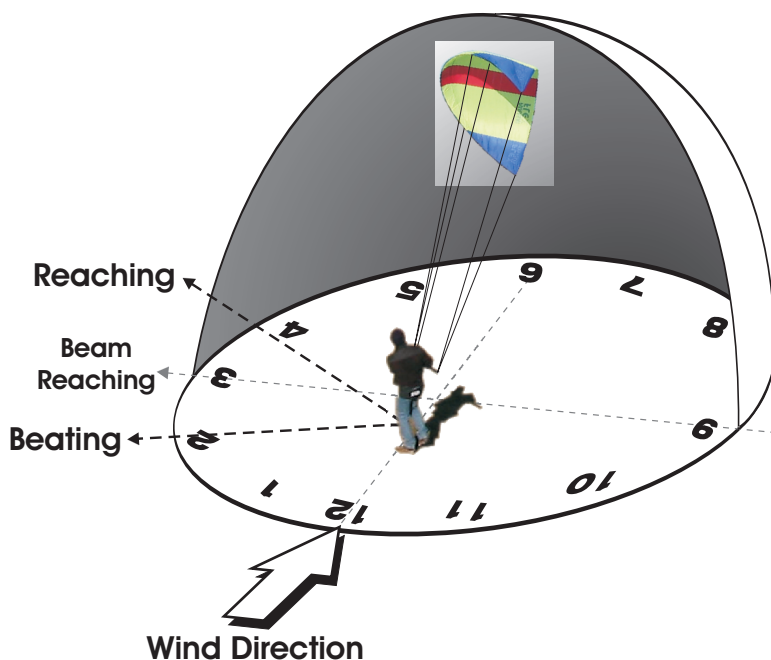
**Run:** Wind directly in your back, used mainly as a transition for tacking ( turning around ).

12

Memorize those four notions. ( IMPORTANT )














*Paraskier's Directions*

The Bearings



13

# Beaufort Scale

Beaufort number	Wind Speed (mph)	Seaman's term		Effects on Land
0	Under 1	Calm		Calm; smoke rises vertically.
1	1-3	Light Air		Smoke drift indicates wind direction; vanes do not move.
2	4-7	Light Breeze		Wind felt on face; leaves rustle; vanes begin to move.
3	8-12	Gentle Breeze		Leaves, small twigs in constant motion; light flags extended.
4	13-18	Moderate Breeze		Dust, leaves and loose paper raised up; small branches move.
5	19-24	Fresh Breeze		Small trees begin to sway.
6	25-31	Strong Breeze		Large branches of trees in motion; whistling heard in wires.
7	32-38	Moderate Gale		Whole trees in motion; resistance felt in walking against the wind.
8	39-46	Fresh Gale		Twigs and small branches broken off trees.
9	47-54	Strong Gale		Slight structural damage occurs; slate blown from roofs.
10	55-63	Whole Gale		Seldom experienced on land; trees broken; structural damage occurs.
11	64-72	Storm		Very rarely experienced on land; usually with widespread damage.
12	73 or higher	Hurricane Force		Violence and destruction.

14

## Chapitre 3 **TECHNIQUE**

### **3-A. The Concept of Paraskiflex**

*Paraskiflex is a very easy sail to take-apart and assemble, it is stored in a practical carrying bag. It has structural carbon rods mounted with special joints. All the lines and bridles ultimately connect to our patented unidirectionnal mode bar. As a whole, it acts as a powerfull engine bringing the paraskier rapidly in motion.*

*The point of attachment of the panic snap on the bar represents the exact center point of the whole sail. This point provides and assures the exact balance point of the sail in flight: **Never move this Point.** The padded harness will produce maximal traction because of it's lower center of gravity. You can let-go of the sail at all -times using the quick- release panic-snap.*

15

### **3-B Sail Assembly**

*Position yourself back to the wind in an open space with no obstacles near you. Keeping the rods in hands, unroll the sail under the wind. Put your rods down at a 90 degree angle to the wind. Take the bar away from the sail right-up to the end of the lines, (under the wind). Unfold gradually and spread out the sail keeping it to the ground. Insert the rod in the end- piece of the sail at your left ( at 9 Hr. )*

*Consecutively insert the three remaining rods from left to right. Finally insert the the tip of the last rod into the sail's right end piece ( At 3 Hr ). Put some snow or an inverted ski on the nose of the sail preventing the wind from lifting it. Take the direction bar and move away from the sail making sure that the lines don't cross-over and untangle them if you have to. **All the lines must be on the sail and untangled.***

**Practice yourself, it's Easy!**

16

### **3-C Taking the Sail Apart.**

*Bring the sail down, your back to the wind and the sail facing the wind. Make sure that all the lines are untangled and put your direction bar down on the ground.*

*Take out the rod from the end piece at the right end of the sail ( at 3hr. ). Successively dismantling the joints proceeding to the left. Take out the rod from the end piece of the sail at the left end ( at 9hr. ). Fold the right-end rod onto the neighboring rod and proceed doing the same with the left-end rod. Finally bring one half of the sail onto the other half.*

***Make sure that all the extremities of the rods are outside the fabric.*** *Bring the bar towards the folded part of the sail and place-it parallel to the rods towards the tip of the triangle. Bring the lines toward you making circles like a lasso and put it between the two layers. Finally roll the sail around the bar right-up to the rods and put- it in its bag. This procedure should be taught to you by our retailers and instructors.*

17

## 3-D The Knots

**Lark's Head** : This is usually used with an overhand loop tied in the end of the line. It is used for attaching flying lines to handles, swivels, or knotted loops. Ask your instructor in making that easy and practical loop. ( Adjusting Bridle "A" )

**Slip-Knot**: It is a knot used at a fixed point of the bridles. Also used to repair broken lines.

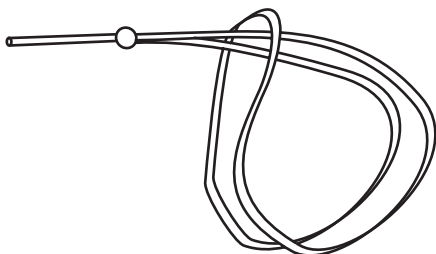
**Button-hole**: Serves as an attachment for bridging or tying the "C" and "B" lines together in order to install the storm modes.

Learn all those practical knots with your instructor!

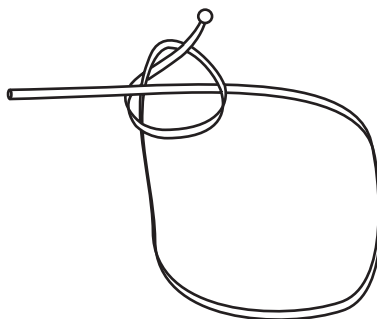
It is part of your certification!

18

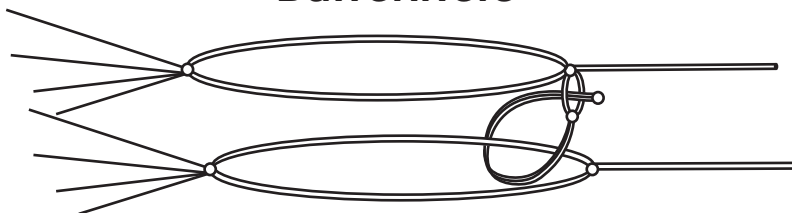
**Lark's Head**



**Slip-Knot**



**Buttonhole**



19

### **3-E. The 3 Utilisation Modes**

*All our sails are adjustable to the force of the prevailing wind. In only a few minutes you should become proficient in modifying the sail from one mode to another mode. You will, in doing so, modify the shape and true surface of the sail in order to adapt it to the prevailing wind. All our "F" serie sails have been drawn with a new 3d software and are sewn in panels creating a progressive depth shape much more effective in all wind conditions. This improvement enabled us to eliminate the zipper for lighness and shape. The 3 modes of utilisation are now:*

**The Full Span mode:** *For light winds, it is a full sail mode see drawing on page 21. This is the prevailing mode.*

**The new Half-Storm Adjustable mode:** *New for 2008 see technical drawing page 22. usable for all sails new and old models.*

**Storm mode:** *Storm type(Extreme) winds. The sail is fully closed between the two points in a tunnel shape manner. (page 23)*

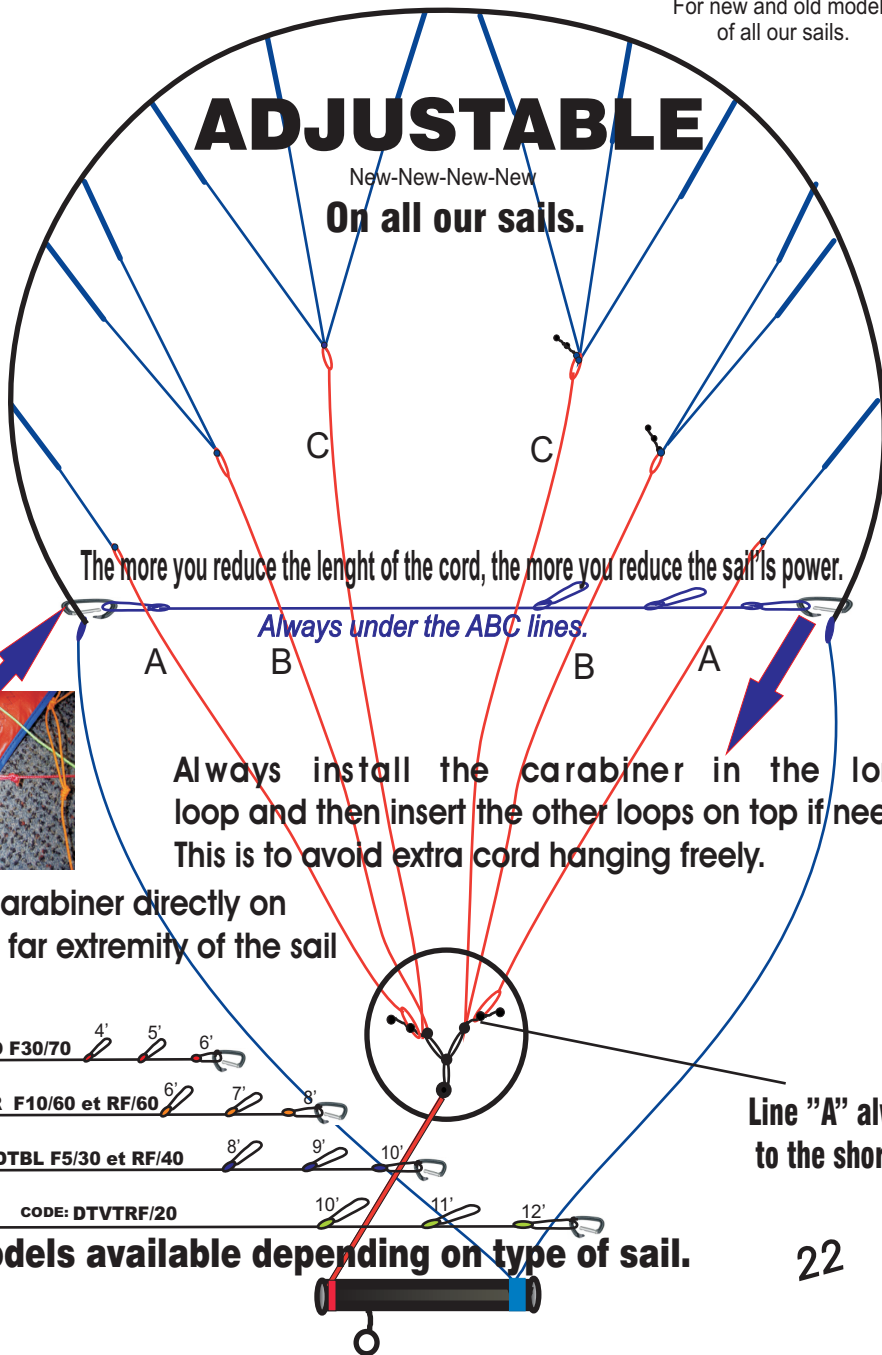


# 3-E Technical Drawing Half-Storm Mode

For new and old models of all our sails.

## ADJUSTABLE

New-New-New-New  
On all our sails.



The more you reduce the length of the cord, the more you reduce the sail's power.

*Always under the ABC lines.*

A

B

B

A

Always install the carabiner in the longer loop and then insert the other loops on top if needed. This is to avoid extra cord hanging freely.

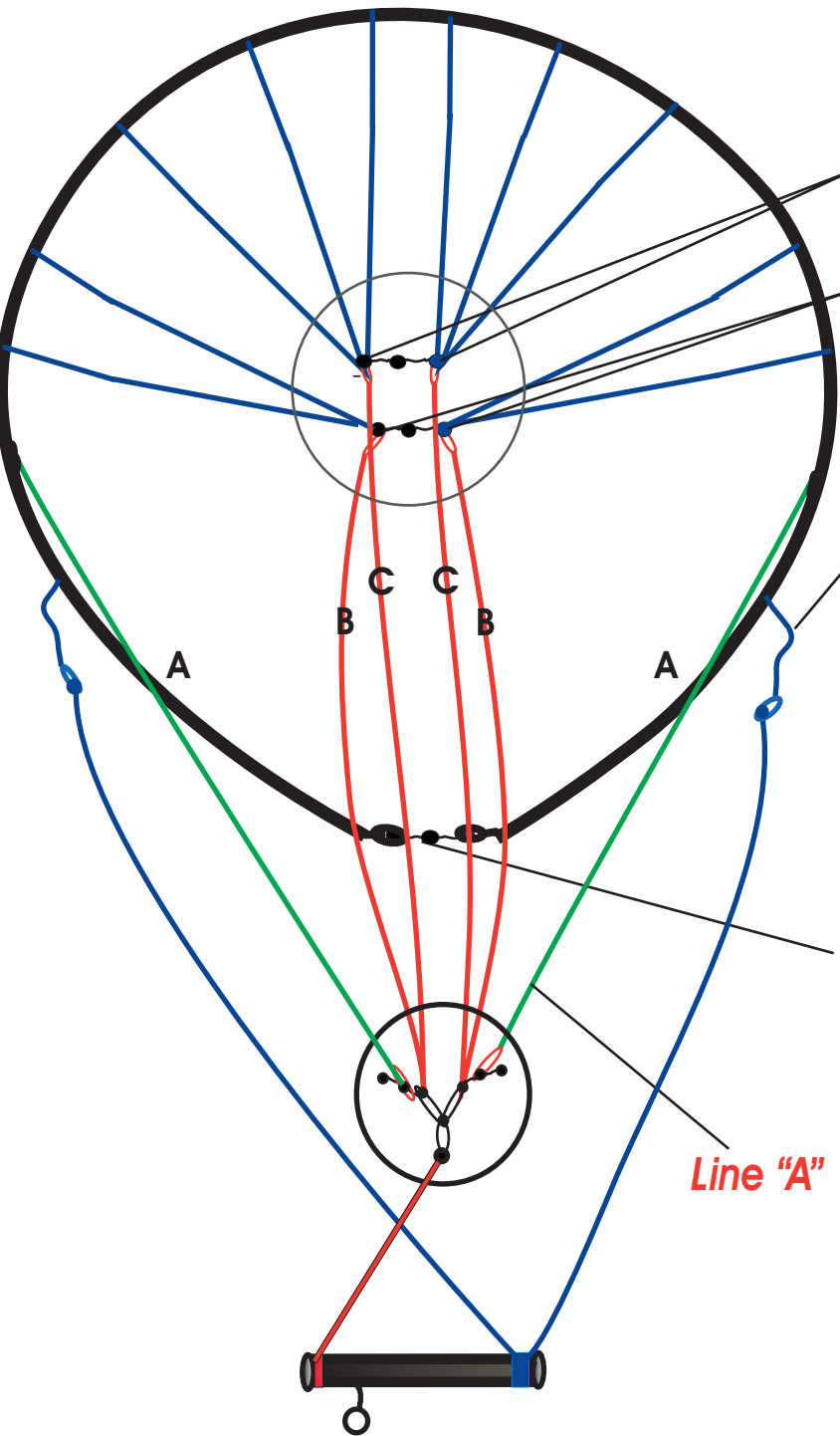
Install carabiner directly on the rod at far extremity of the sail

- 1) CODE: DTRO F30/70 4' 5' 6'
- 2) CODE: DTOR F10/60 et RF/60 6' 7' 8'
- 3) CODE: DTBL F5/30 et RF/40 8' 9' 10'
- 4) CODE: DTVTRF/20 10' 11' 12'

4 models available depending on type of sail.

Line "A" always to the shortest

# Storm Mode Technical Drawing



1) Bridge joining the 2 "C" lines

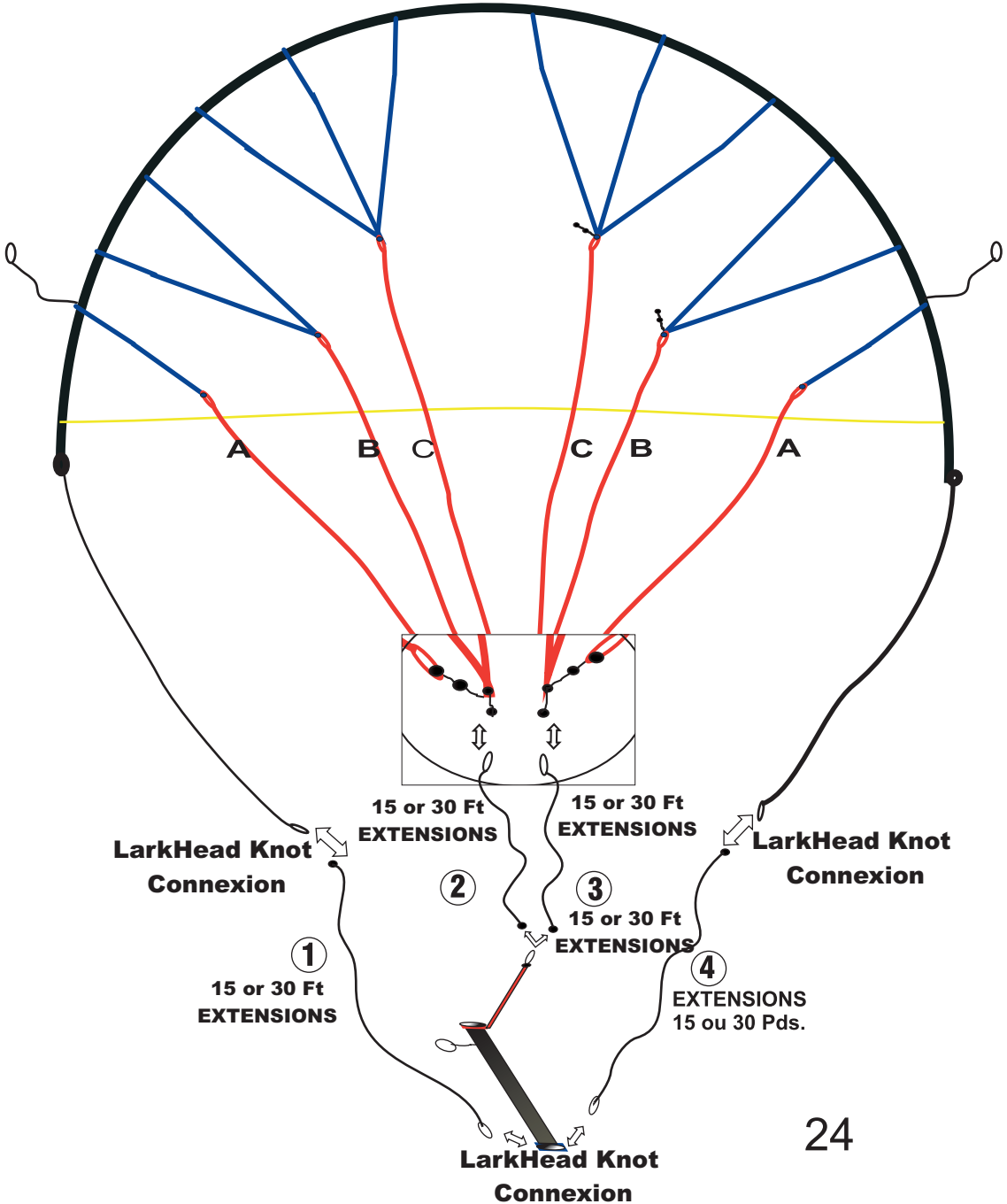
2) Bridge joining the 2 "B" lines under the "C" lines

3) Attachment for the 2 directionlines Storm Mode

4) Attach the two points together under all the lines

Line "A"

# Technical Drawing Of Lines Extensions for "F" Serie 4 EXTENSIONS



# **CHAPITRE 4      NAVIGATION**

## **4-A The Starting Sequence**

*The starting sequence is always initiated facing the wind with all your lines extended on the sail towards you. Shift the direction bar to the opposite side of the direction you wish to go ( ie. 10 Hr if you want to go to 2 Hr ). Always verify and untangle your lines before initiating the starting sequence.*

*Put your skis on and attach your panic-snap to the bar. Direct your skis to the chosen direction ( toward the sail ie. at 3 hr ). Firmly place your hands on the bar. Forward hand palm-up in front of the harness buckle and backward hand palm-down back of the harness buckle. Never reverse the backward hand further than the middle of the bar.*

*See our sequence page 27.*

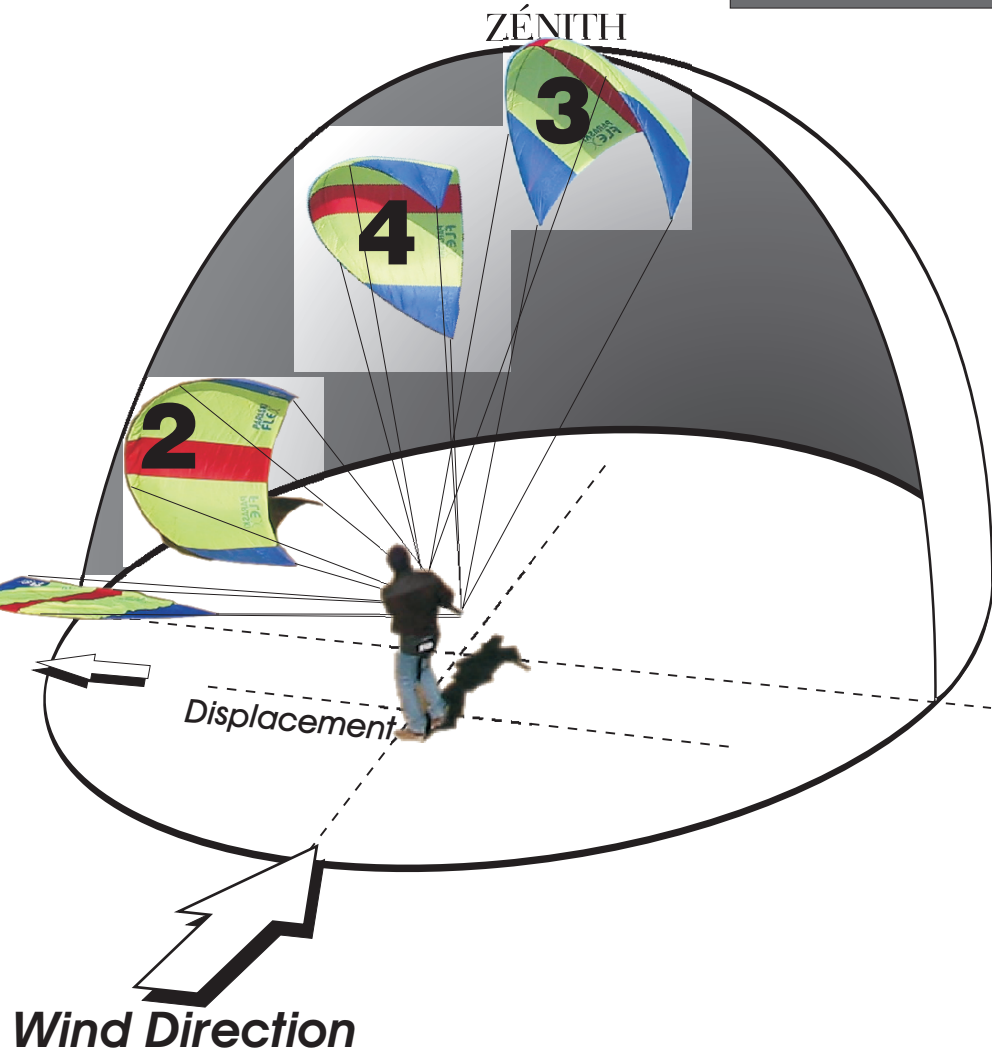
## **The Starting Sequence ( next )**

*1 - Move backward away from the sail. By pulling firmly on the bar, the lines are going to lift the opposite side of the sail.*

*2- The sail will rapidly take it's full form facing the wind.*

*3- Turning your direction bar upward will bring your sail to Zenith, directly in front of you, keeping it into the wind. This is almost a Neutral point where the sail has virtually no power of traction.*

*4- Now to get you moving, pivot the bar toward the targeted destination. The sail will go in the same direction and you will already be moving. The more you pivot the bar, the more the sail will drop down and the more power you will achieve. To slow down bring back the sail to it's Zenith point and apply the brakes snowploughing with your skis.*



## **4-B. Quickly Dropping the sail**

*It is of utmost importance for every paraskier to master the emergency manoeuvre of dropping or cutting himself loose from the sail. By pulling on it's central block, the panic-snap will instantly cut you loose from the sail.*

*As soon as you cut yourself loose from the sail, it will drop down very quickly because it will lose all it's wind and traction power. To restart, perform the starting sequence all-over again. Never touch your panic-snap unless you are in an emergency situation.*

*Practice this manoeuvre in an open space, it will make you a safety conscious paraskier.*

## **4- C Change Tack ( Tacking )**

*Your first tacking manoeuvre should be practiced with the help of a certified instructor and whitout your skis. The sequence goes like this:*

- Slow-down and bring your sail to Zenith.*
- Initiate the tack under the wind snowploughing your skis.*
- Gradually pivot the bar in the opposite direction.*
- When you are back to the wind, interchange your hands on the bar and start in the opposite direction.*
- Remember, the bar is attached to the harness, it is in balance, you just have to steer it gently.*
- All the direction bar's movements must be accomplished gently, it's like a powersteering.*

*The patented unidirectionnal mode of the paraskiflex makes it Simple-Easy and Efficient.*

## **4-D Coming to a Stop**

*You have now slowed down and brought your sail to Zenith. Always choose an open space with no immediate obstacles to do so. Now bring the sail down in front of you, keeping it into the wind, by pivoting the bar gently to the front.*

*When the sail is on the ground, move rapidly toward it in order to decrease tension on the lines. Quick- release your panic-snap and put your bar on the ground. Put some snow or one of your skis ( inverted ) on the nose of the sail preventing it to catch the wind. Always leave your sail on the ground in an area where there is no traffic. There is always an area where the paraskiers park their sails.*

*This is a relatively easy sequence to perform however you have to practice in order to become proficient.*

***Share your knowledge with other paraskiers!***

## **CONCLUSION**

*The Paraskiflex sail and system was entirely conceived, invented and developed by a Valleyfield, Quebec based, Canadian Company. We always use first quality components for our sailmaking such as lightweight ripstop polyester, hybrid-carbon rods and high quality spectra lines. Our sails are protected by duly registered patents in Canada and United- States and are internationnaly pending.*

*All new paraskier can benefit from our stadardized and supervized learning system. The initiation and advance courses, given by our certified instructors, are your best warranty for an exciting, practical and secure way to learn this exciting new sport.*

***With paraskiflex you will surely enjoy winter !***

## **Maintenance**

*After multiple usages you may experience an over-tightening of your rods due to some shrinking of the fabric. The solution will be to shorten them very slightly by cutting. Trace a small pre-cut groove with an x-acto knife around the rod, then with an iron saw cut the excessive material. This procedure will prevent chipping of the rod's end.*

*If you sail on sea water always rinse your sail with fresh water after every outings, this will prevent any deteriorations salt water can cause. Always change the panic-snap attachment ring every year.*

*If you undergo a line repair always respect the lengths in comparison to the opposite line. Never repair a small bridle, replace-it. Always carry some repair lines with you, it is part of your package when you buy the sail.*

*Seek advice to one of our representative on the ground for any structural problems. Fill-out your warranty form and send it by mail or register your sail at [www.paraskiflex.com](http://www.paraskiflex.com)*