



# ADVANCE EPSILON<sup>9</sup> MOTOR

User manual supplement

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# THE EPSILON 9 Paramotor

In this supplement to the ADVANCE EPSILON 9 manual you will find everything you need to know for flying this glider with a motor.

## Range of use

Because of its good takeoff qualities, high stability, damped behaviour and compactness the EPSILON 9 is ideally suitable for paramotoring. Hybrid-Risers, which can also be used for flight without the motor, are recommended.

## Hybrid-Risers

The Hybrid-Risers are fitted with trimmers. These can be used for both counteracting the turning effect of the motor and adjusting the flying speed. For flight without a motor the trimmers must be disabled by hooking them into the main carabiners. The wing then keep its paraglider certification.

The Hybrid-Risers have a speed system for use when flying without the motor. Illustrations of the Hybrid-Risers can be found on pages 5 and 6.

**Caution:** You are advised not to use the trimmers and speed system at the same time.

## Flight characteristics

This section is added to “Flight characteristics” in the EPSILON 9 manual, which also basically applies to paramotoring.

The flight characteristics of the EPSILON 9 are virtually identical when flying with or without a motor, especially at the same wing loading. In the expanded weight ranges for paramotoring (see table) manoeuvring will be slightly more dynamic because of the higher wing loading.

Similarly with trims open manoeuvres will be a little more dynamic because of the lower angle of attack. Even though the EPSILON 9 is very stable and compact the trimmers should stay closed when flying through turbulent air.

Thanks to the EPSILON 9’s good takeoff behaviour the trims don’t have to be opened when taking off with light wind. The wing pulls up more easily in other wind situations if the trimmers are opened adapted to it, but you should then expect a longer takeoff run.

**Caution:** If you fly the EPSILON 9 as a paramotor in its expanded weight range the trim speed will be higher. Lift off and landing speeds will also be higher, and this is clearly noticeable in light wind.

## Compatible motors

The certification test flights are carried out with a commercially available motor. Provided that maximum engine performance figures are not exceeded (see DGAC table), other motor models can be expected to produce similar handling behaviour.

## Certification

Provided that it is equipped with the Hybrid-Risers appropriate to the EPSILON 9 has EN / LTF certification as a paraglider. Sizes 24, 26, 28 and 30 have DGAC certification for motor flying. Relevant certified weight ranges are shown in the adjoining table.



**Info:** EPSILON 9 EN / LTF certification for flight without motor but with the Hybrid-Risers is only valid when the trimmers are stowed i.e. hung up.

The certification requirements can be seen on [www.advance.ch/epsilon](http://www.advance.ch/epsilon).

# Technical Data

<b>EPSILON 9 with Hybrid-Risers</b>		<b>24</b>	<b>26</b>	<b>28</b>	<b>30</b>
Takeoff weight paramotor <sup>1</sup>	kg	70-130	80-140	92-150	105-160
Length of risers	cm	46	48	49.5	51
Trimmer travel	cm	6.0	7.0	8.0	9.0

<sup>1</sup> Pilot, wing, equipment with engine

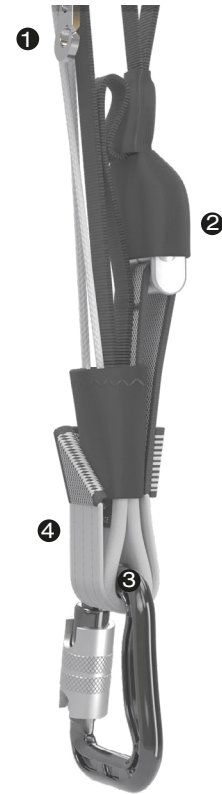
# Hybrid-Tragegurten Hybrid-Risers Elévateurs hybrides

1. Fussbeschleuniger  
Speed system  
Accélérateur à pieds
2. Trimmer  
Trimmer  
Trim
3. Einhängepunkt  
Hang point  
Point d'ancrage
4. Trimmer-Schleife zur Fixierung  
Stowable trimmer loops  
Boucle de réglage et de verrouillage





Trimmer offen  
Trimmers in use  
Trim déverouillé



Trimmer fixiert  
Trimmers stowed  
Trim verrouillé

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