



Instructions for installation of
Nirvana eSKImo
snow skis for ultra-light airplanes
and gyroplanes with nose gear

(ENGLISH)

INTRODUCTION

Congratulations on purchasing **eSKImo**, which will enable you to enjoy flying in the winter, when the landscape and airport surfaces are covered in snow.

eSKImo are light and durable plastic skis and are intended for use with ultra-light gyroplanes, ultra-light airplanes and motorised hang-gliders with a nose gear. The skis are made for aircraft with a take-off weight of up to 560 kg. We also offer a version with a brake for the nose gear ski. The properties of the skis and their durability have undergone long-term testing in extreme conditions in landscapes with permanent snow and in high mountains.

Please read these instructions carefully and check all the steps of installation thoroughly.

We hope you enjoy plenty of winter flying experiences and only perfect tak-offs and landings with our **eSKImo**.

YOUR NIRVANA

WEIGHT / DIMENSIONS







Set weight:	12.4 kg (13.9 incl. transport packaging)
Size of ski:	103 x 18 cm (length x width)
Packaging dimensions:	110 x 35 x 32 (length x width x height)

Installing the ski to the nose gear

	<p>Includes three skis.</p>
	<p>Place the front ski next to the nose wheel and open all the buckles and straps.</p>
	<p>Lift the nose wheel and slide the ski below it.</p>
	<p>The wheel should fit exactly in the middle of the steel track.</p>
	<p>Now you must attach the ski.</p>

	<p>Thread the side strap through the eyes of the upper strap.</p>
	<p>Thread the upper strap over the nose wheel.</p>
	<p>Make sure that the upper strap is carefully laid over the whole surface of the nose wheel.</p>
	<p>Secure the strap by threading it through the steel buckles.</p>
	<p>This shows the buckles correctly secured.</p>
	<p>Tighten the upper strap.</p>

	<p>Now hook the carabiner with the elastic strap onto the eye on the nose.</p>
	<p>Don't forget to tighten the carabiner with the elastic strap.</p>
	<p>Attach the side strap to the ratchet, wind it on and tighten it.</p>
	<p>The side strap is sufficiently tight when the nose wheel tyre is slightly compressed.</p>
	<p>Tighten the upper strap again.</p>
	<p>Install the carabiner for attaching the rear spacing steel cable to the nose gear fork.</p>

	<p>Secure the steel spacing cable with the carabiner.</p>
	<p>Now you must adjust the flight position of the ski. It must be slightly elevated during flight.</p>
	<p>Place the front ski on a suitable support.</p>
	<p>The tip of the ski should be elevated by approx. 36 cm.</p>
	<p>The spacing cable must now be tensioned so as to ensure that the ski is kept in the same position during flight.</p> <p>Loosen the clamp on the spacing cable.</p>
	<p>Tension the spacing cable.</p>




	<p>And secure it again using the clamp.</p>
	<p>The spacing cable is now tensioned and secured, the ski will remain in the adjusted position during flight.</p>
	<p>If you will not be changing the position of the ski in the future, or using a different aircraft, you can cut the surplus cable off.</p>
	<p>The front ski is now installed!</p>







Installing the brake to the nose gear ski


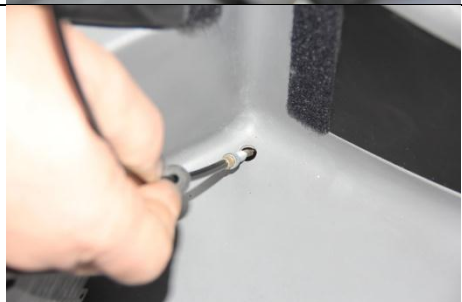




The basic version of the UNI-SKIS is not equipped with any braking system. The skis brake automatically through friction on level snow-covered areas. The front ski can be equipped with a brake, which is only intended for use during pre-launch operations, during which increased engine revolutions could lead to undesirable movement of the aircraft (rotor pre-rotation on gyroplanes, engine tests, etc.). The brake must be activated manually by “pressing” it into the snow, the brake is lifted by pulling a pull-bar locate inside the cabin.

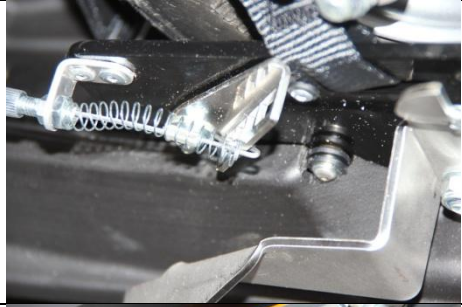





! On aircraft with a tow rotor, the front ski and its brake may be located very close to the rotor. In this case never engage the brake when the rotor is moving. !

Brake installation does not take long, but this action must be considered and varies depending on various types of aircraft. The procedure set out below applies for Autogyro Calidus gyroplanes, the procedure should be similar on other types. The brake control is located in the cabin so that the cable is under minimum stress and so that the bowden does not obstruct your movement. The cable and the control should not prevent the function of other controls and instruments.

	<p>A hole must be drilled to pass the pull cable bowden for controlling the brake cable through in the cabin floor.</p>
	<p>The site of the future hole, into which the Bowden will be fitted.</p>
	<p>We recommend you initially drill a smaller hole.</p>







	Smaller hole.
	Drill a hole of the corresponding bowden size subsequently.
	Final hole.
	Unhook the cable hook from the brake.
	Remove the spring, unscrew the nut and remove the whole cable end.
	Then remove the remaining nut.


	<p>Thread the bowden onto the cable.</p>
	<p>Thread the cable through the prepared hole.</p>
	<p>Fit the bowden into the hole.</p>
	<p>Now attach the cable end to the brake.</p>
	<p>Do not forget to tighten both the nuts.</p>
	<p>Hook the cable hook to the brake as shown in the picture.</p>







	<p>Place the brake spring as shown on the picture.</p>
	<p>Now you only have to attach the brake pull into the cabin. In the case of the Calidus gyroplane we recommend that you situate the control next to the classic brake control and gas throttle .</p>
	<p>Mark the positions of the screws.</p>
	<p>And then screw the brake pull to the selected place using the self-cutting screws.</p>
	<p>The cable pull is now ready.</p>
	<p>Placement of the brake cable pull next to the brake controls and gas throttle.</p>

Installing the skis to the main gear

	<p>Prepare the skis so that the aperture for the gear brake is situated on the correct –inner side.</p>
	<p>If the gear is fitted with “spats” these must be disassembled.</p>
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	<p>Disassembled spat.</p>
	<p>Lift the wheel and place it on the ski.</p>

	<p>The wheel should be placed exactly in the middle of the ski.</p>
	<p>Now attach the ski to the wheel using the straps.</p>
	<p>Thread the central strap through the two eyes on the upper strap.</p>
	<p>Lay the upper strap over the upper part of the tyre evenly.</p>
	<p>Connect the upper strap to the front strap using the threaded buckles. Connect the upper strap to the rear strap in the same manner</p>
	<p>And tighten.</p>

	<p>The buckles should be threaded as shown in the picture.</p>
	<p>Thread the central strap through the ratchet and tighten.</p>
	<p>The ski should be attached to the wheel using the straps as in the picture.</p>
	<p>Check the tension of the front and rear strap once more.</p>
	<p>The attachment for the elastic strap and compensation cable must now be installed.</p>
	<p>Remove three screws from the gyroplane cabin as shown on the picture.</p>

	Position the attachment and secure it using the three screws.
	Attach the elastic strap to the attachment.
	Screw the elastic strap carabiner on tightly.
	The inclination of the skis during flight position must now be adjusted. Support the rear skis, the same as the nose ski...
	... so that its tip is elevated by approx. 36 cm.
	Thread the steel cable eye into the elastic strap carabiner.



Tension the steel cable so that it is stretched.



The ski is now adjusted so that it will copy the level of the terrain when moving on the ground and will lift to the adjusted distance after take-off.



If you will not be using the skis for another type of aircraft you can now shorten the cable.



The ski is now installed and you can continue on the other side in the same manner.

ENJOY YOUR WINTER FLYING!



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