



RAD PARAMOTORS
Ultralight Paramotors

2009 Brochure

RAD Paramotor – Standard Models

RAD Arrow

The RAD Arrow paramotor and harness, at just 17.5Kg lets you experience powered paragliding with the lightest flying equipment in the world. Its 1.2m carbon fibre propeller offers an unbeatable **50Kg of thrust** for its weight, flying you up to 1000 feet in 5 minutes and is ideal for pilots up to 95Kg. As well as providing excellent thrust it is also incredibly economical achieving flight durations of 2.5 hours or more from a 8.5 litre fuel tank which is fully removable. It also proves to be one of the quietest paramotor units now available.

RAD Javelin

The RAD Javelin paramotor and harness is our larger model, utilising identical construction design. Weighing just 18.5Kg it offers an increase to **57Kg of thrust** from its larger 1.3m propeller and is ideal for pilot weights up to 110Kg.



Typical RAD Arrow with a semi-collapsible cage

RAD Paramotors manufactures its own unique frame design in the UK. Constructed from high tensile, **TiG welded, Stainless Steel**, the cage is very strong, resisting knocks and bumps with ease, while still remaining lighter than any aluminium equivalent. They are also semi-collapsible to facilitate easy car transportation in most modern hatchback or estate cars. Alternatively you can specify a fully-collapsible option for greater transportability. Of course, with the easily removable fuel tank you can also place your motor on a roof rack without the risk of fuel spillage.

Proven throughout the microlight world for its reliable power, low maintenance and ease of starting the RADNE 120cc 14hp engine incorporates an ultra reliable recoil start as standard, or it can be fitted with an optional dual recoil / electric start. The hand controlled throttle also includes a **“cruise” control** for any power setting. The engine cut out and optional electric start button are also mounted on the throttle handle.

Our dedicated RAD harness incorporates adjustable "mid-chest height" hang points. The result is a perfectly placed centre of balance giving excellent response to pilot input & weight shift, with superior stability under power, and avoids the inconvenience of spreader bars seen on heavier machines.

For light & manageable, powerful yet economical motors, backed by a UK company, over 17 years experience in paramotor design and manufacture, look no further than a RAD Paramotor.

Both the RAD Arrow and the RAD Javelin come as standard with a two part, semi-collapsible cage. All units have the option of a four part, fully collapsible cage if requested at time of order.

PERFORMANCE

The following information is applicable to all models, where there is any difference in specification or performance, additional information is shown in brackets.

Engine	120cc 2 stroke 14 hp
Maximum engine speed:	13,000 rpm
Max continuous engine speed	9,600 rpm under static or dynamic load.
Max operating temperature	200 Celsius.
Fuel	98 Ron petrol, 33:1 oil mix. Good quality synthetic 'racing' 2 stroke oil to be used.
Tank Capacity	8.5 litres
Consumption	2-4 litres per hour approximately
Starter	Over shoulder recoil rope pull Dual start option (Recoil / Electric) Kick start option
Drive	Reduction poly V belt and pulleys
Propeller	2 blade fixed pitch. Arrow 1.2m, Javelin 1.3m diameter
Static Thrust	50Kg (Arrow), 57kg (Javelin)
Weight (dry)	17.5kg (Arrow), 18.5Kg (Javelin)
Weight (inc fuel)	24Kg approx
Max Pilot Weight	Arrow: 95Kg Max, 90Kg Recommended Javelin: 110kg Max, 100kg Recommended
Airframe	Semi-collapsible stainless steel, TiG Welded Fully-collapsible option
Colour	Silver
Harness	Dual purpose; powered or free flight. Large (Pilot up to 190cm tall) Medium on special order (Pilot up to 170cm tall).

The fuel consumption is very dependent on your weight, your wing and the type of flying you perform. As an example our test pilots tried various flight configurations. A 90 kg pilot flying a large intermediate performance wing, with full continuous power on a still autumn day with no thermals and no inversion layers, and carrying 5 litres of fuel, experienced a maximum climb rate of 2m/sec and minimum climb rate of 0.8m/sec with a typical average of 1.5 m/sec. The climb rate drops gradually as you gain altitude and the max altitude regularly reached in this test is 5000 feet after about 30 minutes. This left about 15 minutes of fuel for reserve and landing approach. In another test example flying up to 1000 feet and then cruising achieved up to 1 hr 50 minutes of flight time. Obviously with a lighter pilot, more efficient wings and thermal activity these figures can increase significantly.



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RAD Paramotors
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