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SkyRunner owner's manual

We are happy that you have chosen a helmet by Icaro2000, designed to offer the greatest possible protection, comfort and style in your favourite sport.

This high-quality, certified product is accompanied by a manual that provides details on specifications, personalization, use and care. We recommend reading the manual to optimize the helmet's performance.

We have decided to help the environment by not printing the manual. You can find the latest version of this document online at the following link:

<https://bit.ly/3AmDbie>

You will also find a link to this document on our website **www.icaro2000.com**, at the page for the helmet you have just bought.

Or scan the QR code below using your mobile device:



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Icaro 2000 congratulates you on your purchase of **SkyRunner**, a classic helmet that has been a favourite for air sports since its introduction in 1998, but that is equally suitable for land sports thanks to its excellent protection and light weight. It is comfortable to wear, and it is available in **four colours** – pearl grey, pearl blue, black velvet, carbon optic – with **four visor options**. SkyRunner is built using the same technology as in military applications, with multiple layers of **high-modulus fibre glass** and **high-density polystyrene** that guarantees the highest possible standards of safety, enabling the helmet to pass the stringent penetration tests necessary for **EN 966 certification** for free flight and microlight flying. In fact, the principal purpose of our helmets, **safety**, has been achieved without sacrificing comfort or performance, by virtue of the innovative technology that we have applied.

SkyRunner can be fitted with microphone and speakers for in-flight communications.

Characteristics that hallmark all our helmets are the **Italian design**, the appealing **style**, and the **quality** of a helmet made exclusively in Italy. We are sure that you will love your SkyRunner!

Icaro 2000 recommends the use of certified helmets only.

Our network of distributors worldwide ensures the availability of parts and service wherever you practice your sport.

For further information or service, please consult your nearest Icaro 2000 retailer, or contact the company direct at:

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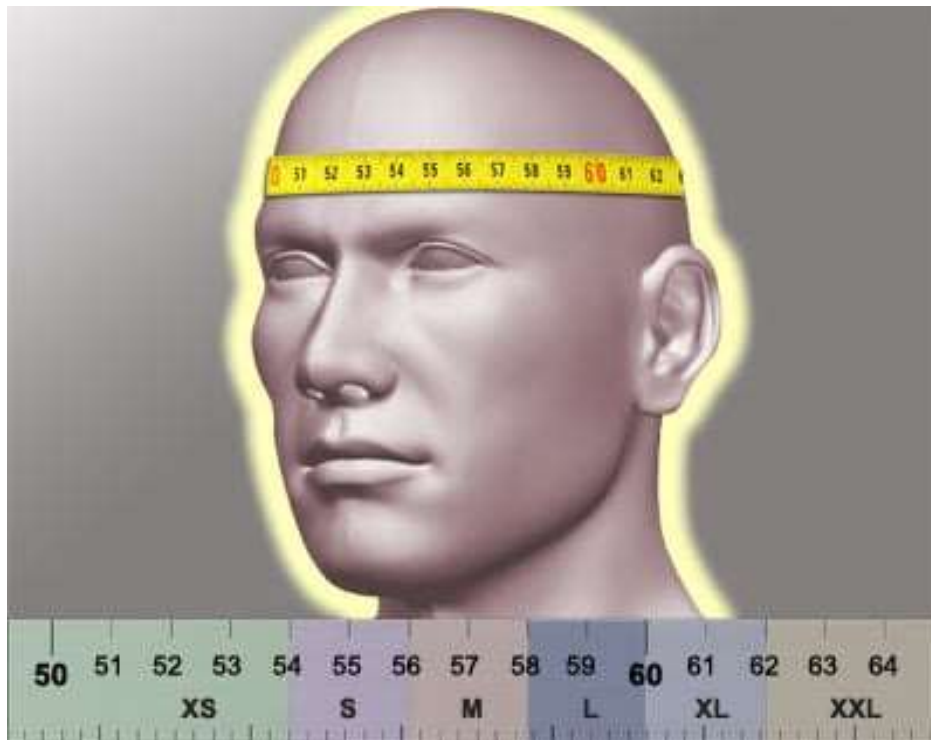
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General information

Choosing and purchasing a helmet

When you purchase a helmet, the most important moment is choosing the **right size**. If you have never purchased a helmet, you probably don't know your own size. The size of a helmet is specified by the **inner circumference** of the internal padding. The size number therefore corresponds to the head circumference in centimetres.



Take your time when choosing a helmet. Try several, and follow these criteria:

Put the helmet on and fasten the strap:

- The helmet should not be so loose that it moves around, but neither so tight that you can feel a continuous pressure on your head
- A helmet that is too large may slide down and obstruct your eyes
- Try to pull it off, moving it back and forth: if it tends to slip off or move around, it is too large
- Lean your head forwards, grip the helmet's rear edge, and try to pull the helmet off. If the helmet slides off, it is not suitable for the shape of your head.
- The size of SkyRunner is determined by the **internal padding**, which in this helmet is **fixed**. It is available in the sizes 56 (Small), 58 (Medium), 60 (Large), 62 (X Large) and 64 (XX Large).

If, while trying on the helmet, it does not perform satisfactorily for just one of these criteria, you should try another size or another model.

When compared with the jet, or open-face helmet, a full-face helmet such as SkyRunner also guarantees protection for the chin area. Consider this carefully when you are choosing your helmet.

Never purchase a second-hand helmet, even if the price is good. There is no way of discerning its real conditions (whether it has been involved in an accident, etc.).

Structure of the SkyRunner helmet

Outer shell

SkyRunner has an outer shell made in multiple layers of **high-modulus glass fibre**. With four colours, pearl grey, pearl blue, black velvet and carbon optic, it offers a smart appearance in addition to ensuring optimum protection.

Crushable foam inner shell

In SkyRunner the inner shell in **high-density expanded polystyrene** is very thick, enabling it to pass the demanding tests required for **EN 966 certification**. It may be damaged even by a minimal blow, and in this case the helmet should be replaced. This is part of the helmet's intrinsic protective role. In fact, polystyrene is easily deformable, and in this context its function is to **absorb shock** by means of deformation and/or partial destruction. A more rigid material would not have the effect of dissipating impact energy, and so it would transmit all the shock energy to the head.

Comfort lining

- SkyRunner has fixed internal padding that guarantees excellent comfort. Unlike some other Icaro helmets, the padding cannot be removed or replaced by the user. The five sizes are as follows:
 - 56 (Small)
 - 58 (Medium)
 - 60 (Large)
 - 62 (X Large)
 - 64 (XX Large)

Chin strap

SkyRunner has a rapid strap fastening system. To **release the strap**, you just have to squeeze the sides of the red tab. The strap is **padded** with soft, comfortable fabric. Its length can be adjusted with millimetric precision by means of the buckle. The strap system is designed for controlled breakage in the case of impact.



Visor

SkyRunner can be sold with or without a visor. The **4 available visor colours** are: transparent, tinted brown, tinted blue and mirror. Please bear in mind that the mirror visor is particularly delicate.

All our visors are **anti-scratch**, and offer full **UV protection**.

In a free flight helmet, a visor improves **aerodynamic efficiency**, as demonstrated by wind tunnel testing. In addition, a visor also increases the helmet's **passive safety** characteristics, and likewise its **active safety**, by increasing the width of the field of vision when compared to the use of any type of sunglasses.



Visor fixing system

The visor's **closing system** is simple and effective, enabling continuous adjustment, without fixed intermediate positions.

In this way, during flight, the pilot can choose the **degree of ventilation** required: from an almost hermetic seal when it is completely closed, right through to completely open.

The fastening system has been designed to ensure that the aluminium disc does not project from the outer shell by more than 5 mm, ensuring that the paraglider lines cannot get caught on the helmet.

Technical specifications

- **Weight:**
 - SkyRunner helmet without visor: 670 +/- 50 grams
 - Visor: 120 grams

Certification

SkyRunner was tested by the Italian testing laboratory CSI, an Italian laboratory authorized by Italy's Ministry of Transport.

It was designed specifically for **free flight and micro light pilots**, in accordance with the respective European standard **EN 966**. It is also ideal for land sports.

Using the helmet

Once you have **chosen** the most suitable helmet, make sure that you **wear it correctly**. For safety, it should always fit snugly, and the strap should be tightly fastened.

A helmet will never be able to guarantee total protection for the head when subject to the forces produced by whatever type of impact. However this is no excuse to forego wearing a helmet. You should **always wear your helmet**, in order to exploit the protection that it provides, whatever impact may occur.

4 things that you should never forget

1. **Before using the helmet**, read all the instructions, and follow the suggestions carefully to ensure a correct fit.
2. **Do not use the helmet without fastening the strap.** An unfastened helmet will fall off during the first impact, leaving the head defenceless for successive impacts. There is also the risk of it falling off during flight.
3. **Do not** fasten the helmet **using just the Velcro.** The Velcro that may be present on the strap serves purely to stop it flapping in the wind.
4. **To ensure maximum performance, never modify your helmet, whatever the circumstances.**

In case of accident

- If the accident happens to you:
 - The inner shell will be deformed – though the deformation may not be visible to the naked eye – because it has absorbed the impact.
 - **After an accident, even if the impact was minor, the helmet should be replaced, regardless of whether there is visible damage or not.**
- If you witness an accident:
 - Keep calm.
 - Report the accident immediately, if possible by phoning for an ambulance (dial 118 in Italy). Only medically-qualified personnel know exactly how to deal with injuries.
 - Never move an injured person, unless this is absolutely essential because of a situation of greater danger.
If the spinal column is damaged, moving the injured person could damage the spinal cord, causing permanent paralysis.
 - If the victim is wearing a helmet, do not remove it, but open the visor to facilitate respiration.
 - Keep the victim calm, and, if possible, cover him. Shock provokes shivering and a sensation of cold.
 - Do not give the victim alcoholic drinks.
 - Stem the flow of blood from wounds, protecting your hands with gloves or similar, throwing them away later if they have been dirtied with blood. Do not apply tourniquets: if you place a tourniquet in the wrong position, you could worsen the situation.
 - Never put the victim into a private car. Wait for the ambulance. If the victim is conscious, talk to him or her and try to calm him or her down.

Helmet maintenance

The helmet protects your head, and so it should be **treated with care.**

The **visor** should be **changed** when it has **scratches** preventing satisfactory vision.

The helmet can be **seriously damaged by:**

- Paints and varnish
- Petrol
- All types of chemical solvent
- Excessive heat (do not leave your helmet exposed to the sun)
- Inappropriate modifications

Scrupulously follow the instructions provided by the manufacturer.

If you think that the helmet that you have chosen is not right for the shape of your head, replace it... and this time choose more carefully!

A helmet does not have a fixed lifespan. However, it is a good rule to replace it after five years of correct use.

Important!

- **THE EXTERNAL SHELL OF THE HELMET SHOULD NEVER BE ALTERED IN ANY WAY.**
- **THE INTERNAL PARTS IN POLYSTYRENE SHOULD NEVER BE CHANGED, ADAPTED OR REMOVED.**
- **NEVER APPLY PETROL, DILUENTS, TOLUENE OR OTHER SOLVENTS OR CHEMICAL SUBSTANCES TO ANY PART OF THE HELMET.**

Personalization

SkyRunner has fixed internal padding that cannot be replaced.

Visor removal and assembly

The visor can be removed if it has to be cleaned thoroughly or replaced.

Important: when fitting and removing the visor, be careful not to scratch the surface of the helmet or visor with the screwdriver or other sharp or abrasive objects.

Don't touch a mirror-finish visor with your hands, because it may become opaque as a result of the acidity of perspiration.

Removing the visor

- Place the helmet onto a table, ensuring that it is entirely stable, and lower the visor into its position of normal use.
- Unscrew the two aluminium lateral fixing screws.
- Carefully lift each side of the visor off the black plastic washer
- Remove the black plastic washers
- If you decide to fly without a visor, cover the threaded bushes and the two holes using the stickers provided.

How to fit the visor

The visor is made in a single size for all helmet sizes. The kit comprises the visor, two plastic washers and two aluminium screws.



Remove the stickers to reveal, on each side of the outer shell, a hole with a threaded bush, between two unthreaded holes.



Place the studs of the black plastic washer into the two unthreaded holes. The serrated edge of the washer should face upwards.



Then place the visor onto the plastic washer, and push down gently, moving the visor a little as required to ensure that the visor is correctly positioned and flush with the washer.



Insert the large aluminium screw and screw down with a screwdriver, taking care not to tighten it excessively.



Follow the same procedure for the other side of the helmet.
Test visor movements and adjust the aluminium screws accordingly.

Cleaning

Visor and external shell

Use **only a damp microfibre cloth** for cleaning. If the external shell is soiled with mud, insects etc., soak a microfibre cloth with warm water, wring out excess water, place on the helmet and leave for a few minutes. This will loosen the grime. Use damp microfibre cloths to gently clean the outer surface of the helmet. Dry with a dry microfibre cloth. **Do not use solvents, chemicals or petroleum-based products** which may cause damage to the helmet's structure.

Do not rub the visor too hard.

Cleaning internal parts

Comfort lining

For a helmet such as SkyRunner that has fixed padding, we recommend cleaning the comfort lining using just a **damp cloth** and leaving it to dry. As the lining is in direct contact with your scalp, it is best to avoid chemical products. In any case, we advise pilots to **change their helmet after five years' use** in order to benefit from the continuous advances in helmet technology.

Accessories

In addition to the visors described above, SkyRunner's internal structure enables the application of a range of radio accessories.

For further information, see our website:

www.icaro2000.com

or contact us directly to discuss your radio requirements.

Important information

Pilots who are used to flying with just sunglasses or even with no eye protection at all **may take a few flights to get accustomed to the visor**. If you don't feel comfortable with the visor to start with, just lower and raise the visor during your first flights with the helmet until you get used to it.

In conditions of high humidity and/or large temperature excursions, the visor may fog. On such occasions you will immediately appreciate the difference between flying with sunglasses and with a visor: in the latter case, you just have to open the visor slightly to obtain the complete clearance of any fogging.

A helmet with a visor produces a different air sound, and it makes it easier to hear your flight instrument.

If you rotate your head into a lateral position, the detachment of the airflow from the visor could give rise to anomalous sounds (the jet effect), which disappear immediately after the normal flight position has been resumed.

- **Never fly without a helmet**
 - Your life is too precious to risk losing it just because you have forgotten something.
- **Use only a helmet with EN certification**
 - European EN certification was developed specifically for all different activities to offer the best possible protection.
 - All our helmets are constructed in accordance with the regulations contained in the EN standard.
 - Never trust a helmet that has no label guaranteeing EN certification.
- **We recommend the use of a full-face helmet.**
 - A full-face helmet offers improved protection in every situation.
- **Never modify your helmet for whatever reason.**
 - Modifications could reduce the level of protection, and could annul the helmet's certification.
- **Never use headphones under the helmet.**
 - Any rigid components placed inside the helmet, between polystyrene lining and the head, could become percussive, damaging elements.
- **Always ensure that the chin strap is tightly fastened.**
 - If you keep your helmet in your backpack, don't sit on it.
 - Ensure that the helmet never falls to the ground or the floor.
 - Handle the helmet and visor with great care at all times.
 - After an accident, even when the impact is minimal, the helmet should be replaced, regardless of whether there is any visible damage or not.
- **Helmets and action cameras**

Many pilots mount an action camera onto their helmets in order to record their adventures. It is important to remember that **any object projecting for more than 5 mm above the level of the outer shell annuls the helmet's certification**, just as for any other modification that is not specified in the user manual. The reason for this is that an object mounted onto the external shell could become a percussive element that concentrates an impact force onto a small area. Therefore, it is potentially dangerous and reduces the level of protection that the helmet can provide. Considering that even the most compact action camera projects at least 30/40 mm from the helmet's outer shell, there is no doubt that a helmet equipped with this sort of device can no longer be considered as compliant with its respective certification. For this reason, because we at **Icaro2000** wish to offer the highest possible level of protection for our customers, we recommend **not fitting action cameras** or other devices onto the outer shell of a helmet.

Icaro 2000 wishes you happy and safe flying.

Icaro 2000 is committed to the ongoing development of its technology, and therefore it reserves the right to modify the characteristics of its products at any time and in any way, without prior notice.