



MODELS	 <p>1: COCKPIT/HIGH COMPASS (CLASSIC)</p>	 <p>2: COCKPIT/HIGH COMPASS (BOAT)</p>	 <p>3: RISERS COMPASS</p>
FASTENING	<p>COCKPIT</p> <ul style="list-style-type: none"> Velcro on the cockpit. Always use the lanyard to secure the compass with a lark's head knot <p>ELASTIC THIGH STRAP</p> <ul style="list-style-type: none"> Use the black elastic strap provided to fasten the compass around your thigh. Make sure the strap is tight enough and locked-up in the plastic clip so that the compass cannot fall down. Tie a knot around your usual adjustment. This way even if the elastic strap clip gets loose from the plastic clip, the compass cannot fall down. 	 	<p>RISERS</p> <ul style="list-style-type: none"> Always start by securing the red lanyard around the chosen riser with a lark's head knot. Slide smoothly the chosen riser inside the compass support.  
ORIENTATION	<p>CLASSIC COMPASS (HIKING)</p> <ul style="list-style-type: none"> Like a classic hiking compass The direction can be read on the side opposite to the pilot. The N letter is on the magnetic North side. 	<p>NAVIGATION COMPASS</p> <ul style="list-style-type: none"> Like a sea or air navigation compass The direction can be read on the side of the pilot. The N letter is on the side opposite to the magnetic North. 	
SAFETY	<ul style="list-style-type: none"> Do not rely on the compass to ensure your flight safety. This is an aid for free-flying, not a safety instrument. It does not allow you to violate VFR rules and legislation. Place far away from metallic parts: karabiners, variometer, phone, etc. Choose and mount one of the fastening systems (velcro + red lanyard, black elastic thigh strap, risers + red lanyard). Fasten it correctly according to the indications below. Check that it is well hooked-up before taking off. In case of pendulum movements, wait until the compass gets stable. 	<p>Notes: Chouka will not be held responsible for any damages or injuries resulting from a incorrect use or the failure to comply with the points below (non-exhaustive list):</p> <ul style="list-style-type: none"> The Chouka compass is meant to be used as an aid for free flight sports. It is neither a navigational instrument nor a safety instrument. Its reliability is not guaranteed. VFR rules and legislation must be respected. Only a qualified pilot may use it. Always use the lanyard or the elastic strap tight enough and with a knot to secure the compass so that it cannot fall from height. The Velcro attachment on its own is not enough. Do not open the Chouka compass. This would void the warranty. The Chouka compass conforms to applicable CE marking directives. Not suitable for children under the age of flying autonomously. Information in this document is subject to change without notice. 	