RONDO

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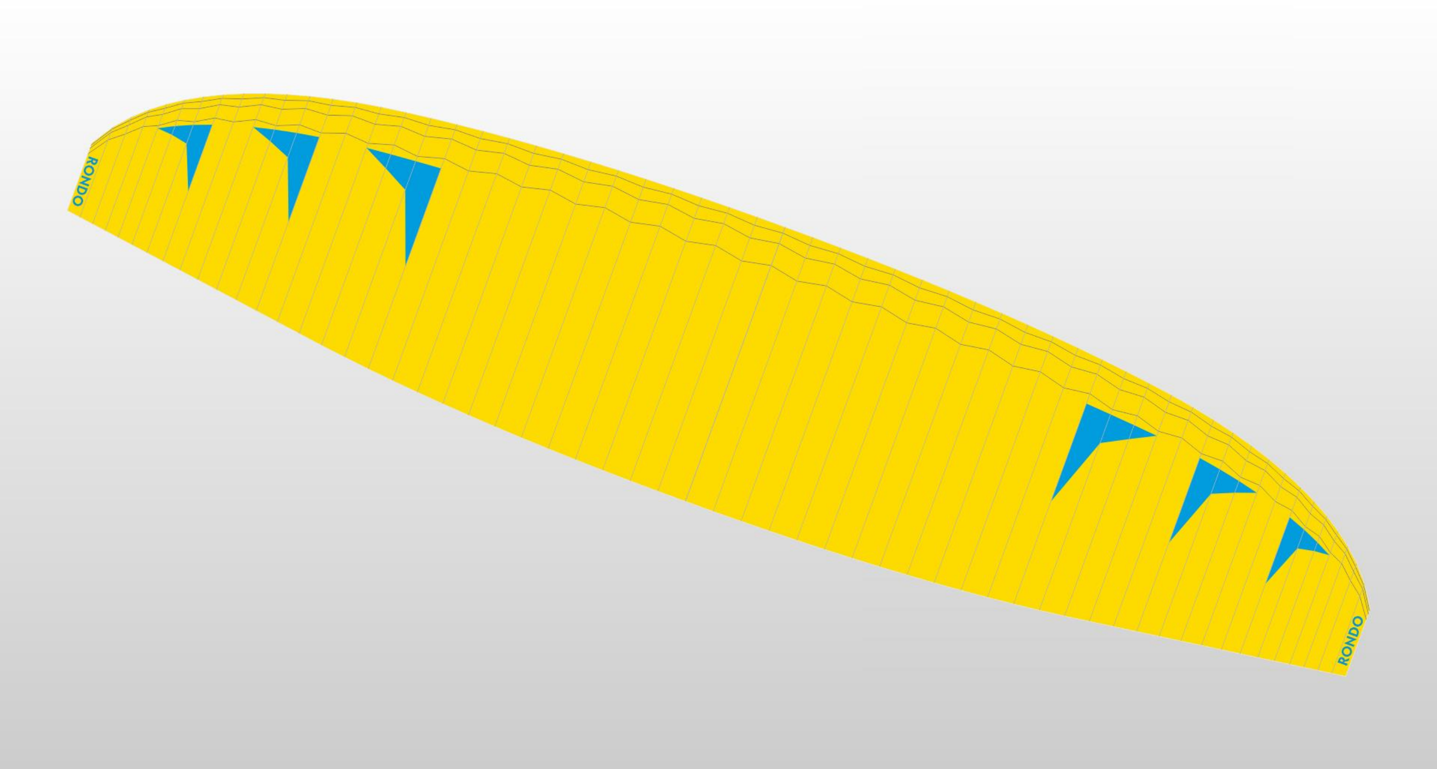


Congratulations!

Congratulations on choosing a PHI RONDO! The RONDO is the result of decades of experience our team has gained in building tandem paragliders.

As most tandem gliders on the market are low-B designs, we heard the demand for a high-performance wing that is stylish and fun to fly.

Introducing the RONDO: a high-B wing with a high aspect ratio!

The RONDO also offers reliability, robustness and, above all, outstanding ease of use: everything a professional needs to enjoy their daily work.

This manual contains important information about handling your paraglider. We therefore recommend that you read the following pages carefully before your first flight. If you have any questions or suggestions, please do not hesitate to contact us atinfo@phi-air.com .

Further information on this and our other products can be found at phi-air.com.

In order to be able to take advantage of all service and warranty benefits, you must register your paraglider on our homepage under SERVICE / REGISTRATION.

PHI

The PHI brand stands for experience, expertise and passion. The PHI team consists of experts and enthusiasts with a wealth of experience. First-class technical professionalism is our claim, constantly pushing the boundaries is our goal.

The PHI RONDO

The PHI RONDO is a two-seater paraglider with EN B classification. This classification characterises the PHI RONDO as a high-performance tandem that is approved for commercial flights. It is characterised by very high performance and playful handling.

Brief technical description

The RONDO has 58 cells across its entire span, five of which are closed cells at the stabiliser. These form a very dimensionally stable and homogeneous wing. The profiles used combine high performance with very forgiving flight characteristics. In addition, techniques have been used to keep the brake pressure low and the handling very smooth.

Based on feedback from professional pilots, we have decided to offer two versions of the RONDO:
RONDO: the normal version with all lines sheathed.
RONDO C: with uncoated 8001 lines, except for the main lines made of coated PPSLS Dyneema.
Both versions have passed load and flight tests. The general flight behaviour is very similar. The C version shows slightly better performance and has a lower weight.

Four line levels on the wing result in five risers on each side. The outermost A lines are attached to a separate riser to make it easier to ear the wing.

For better differentiation, all A lines are red at the line lock.

The B lines are green.

The stabiliser line on the B riser is red (orange).

The C main lines are blue.

All brake lines are yellow.

There is a hand trimmer on the C riser.

Safety

The RONDO is characterised by extremely long control travel before collapse, as well as high self-damping around all axes. Stability in turbulent air is very high. If the glider does collapse, the reaction is typically B-class, i.e. not very dynamic.

The manoeuvre ratings B of the EN / LTF tests confirm the glider's high safety reserves.

Handling

Although the maximum braking distance is very long, the control travel is short and direct, the brake pressure is low with good progression and excellent feedback. The RONDO can be flown very sensitively and with comparatively small control inputs in thermals.

Performance

Thanks to its very clean wing and reduced drag (very few metres of lines), the RONDO achieves very good performance.

Target

The RONDO is aimed at tandem pilots who expect the very highest standards: EN B safety combined with outstanding performance and handling that is a joy to fly.

Pilot requirements

A tandem paraglider with the maximum safety rating of B does not place very high demands on the pilot. Nevertheless, forward thinking and independent action are essential. Especially when you are also responsible for the health of a passenger, a high degree of caution and care is required!

Every pilot must be able to assess whether their skills and equipment are actually up to the task in the prevailing flight conditions. Even with equipment offering maximum passive safety, misjudgements can have devastating consequences!

It is solely the pilot's responsibility to avoid such misjudgements by continuing his education in theory and practice and making decisions carefully and in accordance with his abilities.

It is also the pilot's responsibility to use appropriate protective equipment for themselves and their passenger, and to ensure that their equipment is in good working order at all times.

Those who are aware of these principles can enjoy paragliding safely and with pleasure.

General information before use

First flight

Every PHI paraglider must be flown and checked by a PHI dealer before being sold to the customer. This first flight must be recorded on the paraglider's type certificate (in the opening of the middle cells), including the date and pilot.

Registration

In order to be able to take advantage of all service and warranty benefits, you must register your paraglider on the PHI homepage under SERVICE / REGISTRATION.

Scope of delivery

The PHI RONDO is delivered with a HARMONICA cell pack bag and repair kit.
Alternatively, it comes with the ACCEL quick-pack bag.

Modifications to the paraglider

The specifications upon delivery correspond to those with which the glider was certified. Any unauthorised modifications (e.g. changes to the line lengths, changes to the harness) will result in the loss of certification!

Only the main brake line can be lengthened to a small extent:

There is a mark on the main brake line at the height at which the brake handle is tied. This setting can be adjusted slightly in order to have sufficient braking distance in extreme flight situations and during landing, and to avoid constantly braking the paraglider, especially when accelerated!

It is advisable to seek expert assistance to avoid incorrect settings or knots. An incorrect knot can come undone unexpectedly (making the wing difficult to control), and a control line that is too short can also significantly impair flight performance, resulting in loss of certification.

Suitable harnesses

All approved two-seater harnesses for pilot and passenger are suitable for the RONDO.

It is important to ensure that the rescue suspension is designed for the high loads involved in tandem flying!

According to the standard (EN / LTF), all rescue connection parts must have a strength of 2400DaN.

The rescue connection line must be correctly routed and must not be able to become entangled in the event of a rescue deployment.

Suitable tandem spreaders

The RONDO can be flown with both hard and soft spreaders. Both types of spreaders must be certified.

Attention!
Before take-off, it is essential to check the length of the spreader used! Even when the trimmers are open, the brake handles must never be out of the pilot's reach during flight!
The connection and guidance of the rescue connection line and connection elements must be carefully checked!

Permissible weight range

The RONDO is only approved for use within a specific weight range. This refers to the total weight consisting of the pilot, paraglider and harness (and other equipment).

If the RONDO is flown in the lower half of the approved weight range, reduced agility and more subdued flight behaviour can be expected. In strong turbulence, the canopy's reduced stability becomes noticeable.

When flying the RONDO in the upper half of the weight range, the dynamics and stability of the wing increase. The trim speed also increases slightly. However, the wing's self-damping, even after collapses, decreases slightly.

Flying with the RONDO

It is advisable to make your first flights with a new glider in calm conditions in order to get used to its flight behaviour. A few launches on a practice slope or ground handling are also recommended to get a feel for the glider and its reactions.

Take-off

Before take-off, the pilot must ensure that all equipment is in proper condition. In particular, the wing, harness and rescue system. The type plate must be checked. It must be ensured that the pilot is within the permissible weight range.

Essential launch check:

1. **Buckled up** (leg straps and chest strap on the harness closed, chin strap on the helmet closed)
2. **Hooked** in (harness straps not twisted in the carabiner, all carabiners closed, pilot and passenger hooked in at the correct position of the spreader)
3. **Lines** (A-lines at the top, all lines sorted, brake line runs freely to the brake roller, ear aid free)
4. **Canopy** (canopy lies in an arc with the leading edge open at the launch site)

5. Check **trimmer setting** (symmetrical)
6. **Wind and airspace** (wind suitable for launch, airspace clear)

The pilot performs a visual check and ensures that the canopy is fully open, with no knots in the lines, above him.
The final decision to launch is only made once all faults have been successfully rectified.
Otherwise, the launch must be aborted immediately for safety reasons!

The RONDO is characterised by very easy launch behaviour during both forward and reverse launches. The glider climbs very stably. Overall, the launch behaviour is very easy and forgiving and requires no further knowledge than the standard techniques for forward and reverse launches taught in flight school.

In general, it is advisable to practise regularly on a practice slope or by ground handling in the wind.

Straight flight

The RONDO has the best glide performance at trim speed (with the brakes fully released). In calm air, the glider covers the greatest distance at a given altitude.

In headwinds or descending air masses, you fly with maximum glide when you open the trimmer. In turbulent air, it is essential to take into account the more dynamic reactions in the event of a collapse when flying at speed and therefore choose a greater safety distance from the ground.

Caution!
Never open the trimmer completely if you are not at a sufficient safety distance from the ground!
The safety height allows the glider to open by itself after a large-scale collapse, or allows the pilot to actively remedy the problem. There should also be sufficient altitude reserve to deploy the rescue device in the event of irreparable problems (tangles).

In strong turbulence, it is advisable to brake slightly on both sides to increase stability and to obtain the feedback via the brakes that is necessary for active flying.

Active flying refers to the constant control and correction of the angle of attack and airspeed in turbulent air.

With a perfected active flying style, most collapses can be prevented before they start. Some of the necessary reactions can also be learned during ground handling, for example by trying to stabilise the glider without looking at the canopy above you.

Turning

A turn is a combination of inner brake, outer brake and weight shift. The trick is to get the balance right. The RONDO is characterised by its sensitive handling. Even small control inputs are enough to fly precise turns.

The RONDO loves modern, dynamic thermal flying. It is advisable not to use the brake on the outside of the turn and to maintain speed in the circle. The RONDO carves very efficiently around the turn and dynamically takes advantage of the lift. Tight, controlled turns or pendulum-free turn changes require a lot of practice and should be the goal of every pilot.

Caution!
If the glider can no longer be controlled using the brake lines, e.g. because the brake lines are tangled due to a faulty launch check, the RONDO can also be controlled to a limited extent using the C-straps. In combination with weight shifting, this allows relatively good directional corrections to be made. A safe landing is also possible with this technique. The C-straps should only be pulled down slightly to avoid a stall.

Caution!
Pulling the control lines too far or too quickly can cause a stall!
A one-sided stall is clearly indicated: the glider begins to "smear" around the turn: the inner half of the wing remains stationary and becomes soft. In this phase, the inner brake must be released immediately!

Landing

The RONDO is easy to land. On the final approach into the wind, let the glider glide with the brakes slightly applied. At a height of approx. 1 m above the ground, increase the angle of attack by applying more brakes and catch the glider. Once the minimum speed has been reached, apply the brakes fully.

In strong headwinds, brake very carefully. Only when the pilot is safely on the ground should they carefully stall the canopy. Landings with steep turns in the final approach must be avoided at all costs (risk of pendulum effect).

Caution!
A complete stall can result in an extremely rough impact for the pilot, even at a flying height of only two metres. Therefore, the brakes should only be fully applied immediately before touchdown.

Rapid descent manoeuvre

Caution!
All rapid descent manoeuvres should be practised in calm air and at a sufficient safety altitude so that they can be used safely in emergency situations in turbulent air.
The following applies to all extreme flight manoeuvres and descent aids:
- First practise under the guidance of an instructor as part of a training course or safety training.
- Before initiating the manoeuvre, the pilot must ensure that the airspace below him is clear.
- During the manoeuvres, the pilot must constantly check the height above ground.

Big ears

With the RONDO, big ears is extremely effective and easy to perform. To initiate the manoeuvre, grasp the outer A-risers (red, orange) at the top of the screw shackle and pull them down symmetrically. The brake loops remain in your hands (without additional winding). As long as the risers are held down, the outer wings remain folded and the sink rate increases.

If the ears do not fold in completely when initiating the manoeuvre, it is advisable to repeat the initiation, pulling the A-risers more quickly and/or grabbing the outer A-riser above the riser. The more impulsive pull and the greater pull on the outer A-riser make it easier to fold in the wing ears.

It is advisable to accelerate the glider in order to increase the sink rate and forward speed. This also compensates for the increase in angle of attack caused by the additional drag of the applied ears.

To exit the manoeuvre, simply pull the A-risers back up (release the ear-tucking aid on both sides), whereupon the RONDO will exit the manoeuvre automatically.

If the ears do not fill completely on their own, this can be achieved by briefly applying the brakes. It is important to ensure that the brakes are only applied briefly and that they are released again immediately.

B-stall

The B-stall is initiated by pulling down symmetrically (approx. 20 cm) on the B-risers. The initiation forces are relatively high, but decrease with increasing pull. For maximum hold, it is recommended to grab the risers at the upper end, at the line lock.

As soon as the risers are pulled down, the glider loses its forward speed and enters a stable stall. The pilot swings slightly in front of the glider. The further the B-riser is pulled down, the greater the sink rate (up to approx. 9 m/s).

If you pull too far, the glider will slowly begin to rotate around its vertical axis. In this case, move your hands back up until the rotation stops. (Rotation can also be caused by asymmetrical pull.)

The B-stall is exited by quickly moving your hands upwards again.

The brake is held throughout the entire manoeuvre (without additional winding of the line around the hand). When exiting the stall, make sure that the brake is completely released.

Steep spiral

The steep spiral is the most demanding descent aid and should only be learned at high altitudes, ideally as part of safety training.

The initiation can be divided into two phases:

First, fly with weight and brakes on the inside in increasingly steep circles. Then comes the moment when the G-forces increase rapidly and the nose of the glider begins to tilt more and more towards the ground until – in the completed steep spiral – the leading edge is almost parallel to the horizon.

The first attempts should be exited well before the full steep spiral is reached in order to practise a pendulum-free exit. This exit is achieved by releasing the inner brake while maintaining a neutral pilot position. To ensure a pendulum-free exit, the inner brake must then be pulled even harder as soon as the glider straightens up significantly or as soon as it reduces its bank angle significantly.

As mentioned above, the actual spiral movement only begins with the transition phase described above or when the glider goes "nose down". At this moment, the pilot is pushed outwards in the harness and should yield to this pressure to avoid a stable spiral movement. (see below) The sink rates can now be varied using the inner and outer brakes.

If the pilot keeps their weight on the outside, simply releasing the inside brake is sufficient and the RONDO will steadily slow down the spiral movement. The rest of the recovery is then carried out as described above.

If the pilot shifts their weight significantly inwards, the RONDO may continue to spiral even when both brakes are released. In this case, braking on both sides or braking on the outside of the curve will help, as will, of course, shifting the weight outwards.

The sink rates in the spiral can be between 10 m/s and 20 m/s. The load on the body is over 4 g and, depending on physical constitution, can lead to unconsciousness in extreme cases.

It is therefore crucial to approach this manoeuvre slowly in order to actively and confidently master the exit and to learn how the body reacts to this stress.

Caution!
Due to the high G-force, exiting a stable steep spiral requires an unusually large amount of effort!

Caution!
Due to the high performance and dynamics of the aircraft, if you exit a steep spiral too quickly, you can expect to climb back up again. This can also cause you to get caught in your own wake (rotor)!

Collapse

Side collapse

When flying into strong turbulence, one side of the paraglider may collapse. Specifically, this happens when the angle of attack on this side decreases so much as a result of the turbulence that no more lift is generated, causing the lines to be relieved and one side of the glider to collapse.

Such a collapse may only affect a small part of the wingspan and the RONDO will not show any significant reaction. In the case of larger collapses affecting 50% or more of the wingspan, the glider will show a clear reaction:

The increased drag of the collapsed wing causes the RONDO to turn towards the side of the collapse. At the same time, the glider pitches forward as a result of the smaller lifting area and the resulting higher airspeed.

The pilot can prevent this turning and pitching by braking the side that is not collapsed.

This reaction is, of course, essential, especially near the ground, and should be practised by provoking collapses at high altitude, preferably as part of safety training.

If the brake deflection on the open side is too strong, a one-sided stall may occur. (see one-sided stall)

Front collapse

The front collapse, often misleadingly referred to as a "front stall", is also a consequence of turbulence. In contrast to a side collapse, in a front collapse the entire leading edge collapses downwards.

The RONDO automatically opens the front collapse, as well as the side collapse.

However, to speed up reopening, we recommend applying light pressure on both sides.

Stall

One-sided stall, or spinning

A canopy spins negatively when the airflow stalls on one half of the wing. The canopy rotates around the vertical axis with the centre of rotation within the wingspan. The inner wing flies backwards.
There are two causes for spinning:
- A brake line is pulled too far and too quickly (e.g. when initiating a steep spiral).

- one side is braked too hard during slow flight (e.g. when flying in thermals)

If an accidentally initiated negative turn is immediately corrected, the RONDO will return to normal flight without significant loss of altitude. The brake that has been pulled too far is released until the airflow returns to the inner wing.

Caution!
After a prolonged negative turn, the paraglider may shoot forward on one side. This can result in an impulsive collapse or a tangling.

Full stall

The full stall is a complex manoeuvre, the correct execution of which cannot be fully explained in this manual. Anyone who wants to learn this manoeuvre should do so under the supervision of a pilot who has mastered it perfectly – ideally as part of a safety training course.

The available control range up to the stall depends on the size of the glider! In turbulent air, the stall can occur significantly earlier or significantly later. If you want to make full use of your glider's control range, you need to develop a feel for the stall through many full stalls and one-sided stalls.

Stall

A stall is a flight condition without forward speed and with a steep descent. The stall can be initiated intentionally by the pilot by applying strong symmetrical braking and is, in a sense, the precursor to a full stall.

The RONDO automatically initiates a sinker by fully releasing the brakes.

A heavily used wing with porous fabric and/or trimmed lines (e.g. as a result of many winch launches or steep spirals) can remain in a stable stall. This can happen, for example, if a B-stall is exited too slowly or after a major front stall.

The tendency to stall is further increased by a wet wing or by flying in the rain or in very cold air.

In the event of a stable stall, you should push the A-lines forward or pull them down, or – even better – open the trimmer. After a slight pendulum movement, the glider will then return to normal flight. In the event of a stall near the ground, you must consider whether there is still sufficient altitude to swing through. Otherwise, a (hard) landing in a stall is preferable.

Caution!
If the brakes are applied during a stall, the glider will go into a full stall!

Tangle

If part of the wing (especially after a flap or stall) becomes entangled in the lines in such a way that it can no longer open independently, this is referred to as a tangled wing. This flight condition did not occur in any of our extensive test flights with the RONDO, but cannot be ruled out with certainty for any paraglider.

In the event of a tangling, we recommend the following actions:

1. **Counterbraking:** The glider will want to turn towards the tangled side (as in a flap). If the pilot does not react by counterbraking on the open side, this turning movement can in some cases very quickly turn into a stable steep spiral, which then requires extremely large forces to recover from or may not be possible to recover from at all.
2. **Opening by pumping with the brake:** By pulling the brake firmly on the tangled side, the tangle may be released. While doing so, you must constantly ensure that the glider is stabilised in a straight flight with the other brake.
3. **Pulling on the stabiliser line:** If braking does not help, the tangled line may be released by pulling hard on the stabiliser line. (This is located at the very outside of the B-strap and is orange in colour.)
4. **Collapse on the tangled side:** Some tangles can be released by provoking a collapse on the tangled side.
5. **Full stall:** If you have mastered the full stall, you have an effective method for releasing tangles.
6. **Rescue:** If you lose control of the glider, or if you are not absolutely sure that there is enough altitude for further opening attempts, use your reserve parachute without hesitation!

Many pilots hesitate far too long before deploying their reserve, or do not use their reserve at all, even though there would have been enough time to do so. Such accidents usually have devastating consequences. On the other hand, a landing with an open reserve very rarely results in serious injuries!

Therefore, make it a habit to practise deploying your reserve parachute at least mentally by, for example, quickly reaching for the reserve handle during flight, as you should do if you need to use your reserve.

Many clubs and flying schools also offer rescue device throwing courses, e.g. in gyms. The most realistic option is, of course, to practise throwing the reserve in real life, e.g. as part of a safety training course.

All of this helps you to not hesitate with the rescue throw in an emergency, or to not "forget" that you have a rescue parachute with you at all in a stressful situation.

Winch launch

The RONDO has no special features for winch towing. Care should be taken to climb away from the ground at a flat angle.

We recommend using a tow hook adapter. This is attached to the top of the main carabiner and connects it to the tow hook.

It is advisable to open the trimmer 1/3 (2-3 cm) during winch launch.

Acceleration system

Trimmer

The RONDO is equipped with a trimmer. When the trimmer is closed, all risers are the same length. In normal flight, the trimmer remains closed, meaning that all risers are the same length. Opening the trimmer accelerates the glider. The RONDO was certified with the trimmer closed and fully open and was given a B rating.

Trimmer adjustment during take-off

Depending on conditions, it may be useful to open the trimmer slightly before launch. This allows the wing to rise even better above the pilot. However, the launch distance is increased due to the slightly higher take-off speed.

Make sure to open the trimmer by the same amount on both sides!

Flying with the trimmer

In flight, the RONDO can be accelerated by opening the trimmer, which reduces the angle of attack and increases the airspeed. The increase in speed compared to trim speed is approximately 8 km/h. The trimmer is useful for gliding further into the wind or in sinking air masses, or for making rapid progress during cross-country flying.

Caution:
Braking during accelerated flight (trimmer open) not only costs a lot of power, but also increases the susceptibility to stalls (in contrast to unaccelerated flight)!

Trimmer setting during landing

A slightly open trimmer (approx. 2-3 cm) results in slightly more dynamic landing behaviour (more energy during flare).

Geometric data of the trimmer

When the trimmer is fully open, the C riser is extended by 8 cm. The B riser is extended by 4 cm. To make the trimmer easier to operate, the trim strap is reduced by a factor of 3 (pulley principle).

Overview of the riser

Trimmer closed

Care and maintenance

General handling instructions

If the paraglider is handled correctly and with care, it will remain in perfect technical condition for many years, even with intensive use. The following instructions should be observed during normal use:

The paraglider should not be exposed to unnecessary sunlight, for example by leaving it lying in the sun for long periods before take-off or after landing.

When folding, avoid bending the polyamide rods at the leading edge unnecessarily.

If the wing is wet or even just damp when folded, it must be dried later in a dry environment.

When landing or handling the glider on the ground, avoid hitting the ground with the leading edge of the glider with great force, as the tension on certain components can become so great that damage occurs.

The lines should be protected from dirt and sharp stones. Under no circumstances should you step on the lines on stony ground.

Moisture combined with dirt can cause the line sheath to shrink over time, resulting in the paraglider becoming out of trim. Salt water (including sweat) damages the line material and reduces its strength.

Storage

Ideally, the paraglider should be stored in a dry place away from light. Avoid long-term storage at very high temperatures (e.g. in a car in midsummer).

For longer periods of storage, the paraglider should not be compressed too tightly, but rather stored loosely packed in the inner pack sack.

Transport

The paraglider can be packed very tightly for transport. The nylon monofilaments used for the nose stiffener are very resistant to permanent deformation.

If a very small packing volume is required, a compression bag can also be used. To minimise weight as much as possible, make sure that the paraglider is packed dry. The nylon fabric used absorbs water in high humidity and becomes heavier.

If vibrations occur during transport (e.g. on a motorbike), make sure that the fittings (line locks) do not touch the fabric (use a bag for the risers).

Cleaning

Only water and a soft cloth/sponge should be used to clean the canopy (no solvents)!

If sand, dirt or small stones accumulate inside the canopy, these should be removed, as sand in particular can rub against the coating of the fabric and the seams.

Repairs

Repairs should only be carried out by the manufacturer or authorised companies. If you have any questions, please contact PHI directly: (info@phi-air.com)

Exceptions are the replacement of lines and the repair of small tears (up to 5 cm, not affecting any seams) or holes in the fabric, which can be repaired with the original PHI adhesive patch. The adhesive patch in the desired colour is available from your flying school or directly from PHI, together with instructions for use.

Check

The general inspection interval is **one year** for commercial use **and** two years for private use, unless the inspector sets a shorter interval due to a borderline condition.

Commercially used equipment (training gliders, tandems) must be checked annually in all cases. This is also recommended for gliders that are exposed to very high loads, e.g. more than 150 flying hours in two years, or for regularly flown acrobatic manoeuvres. We also recommend an annual check if you fly a lot in terrain that puts a lot of strain on the material: in very rocky areas, in salty air, or especially if the glider comes into contact with salt water.
In these cases, it is even more important than usual for pilots to regularly check their gliders for damage themselves.

Each check must be confirmed with the check stamp. Failure to comply will result in the loss of the seal of approval. For further information on maintenance checks, see the check instructions on the PHI homepage (http://www.phi-air.com): Downloads: Check.
These are continuously updated in line with the latest technology, experience and knowledge.

Registration, warranty

In order to be able to take advantage of all service and warranty benefits, you must register your paraglider on our homepage under SERVICE / REGISTRATION.

For further details, see the PHI homepage.

Nature and landscape-friendly behaviour

Finally, we would like to call on everyone to practise our sport in a way that is as environmentally friendly as possible. In addition to obvious things, such as not leaving any rubbish behind, you should also avoid frightening animals (birds of prey, game) by flying too close to them. Especially in the cold season, this stress can be life-threatening for animals.

Disposal

The plastic materials used in paragliders require proper disposal. Please return disused equipment to PHI: we will dismantle and dispose of it.

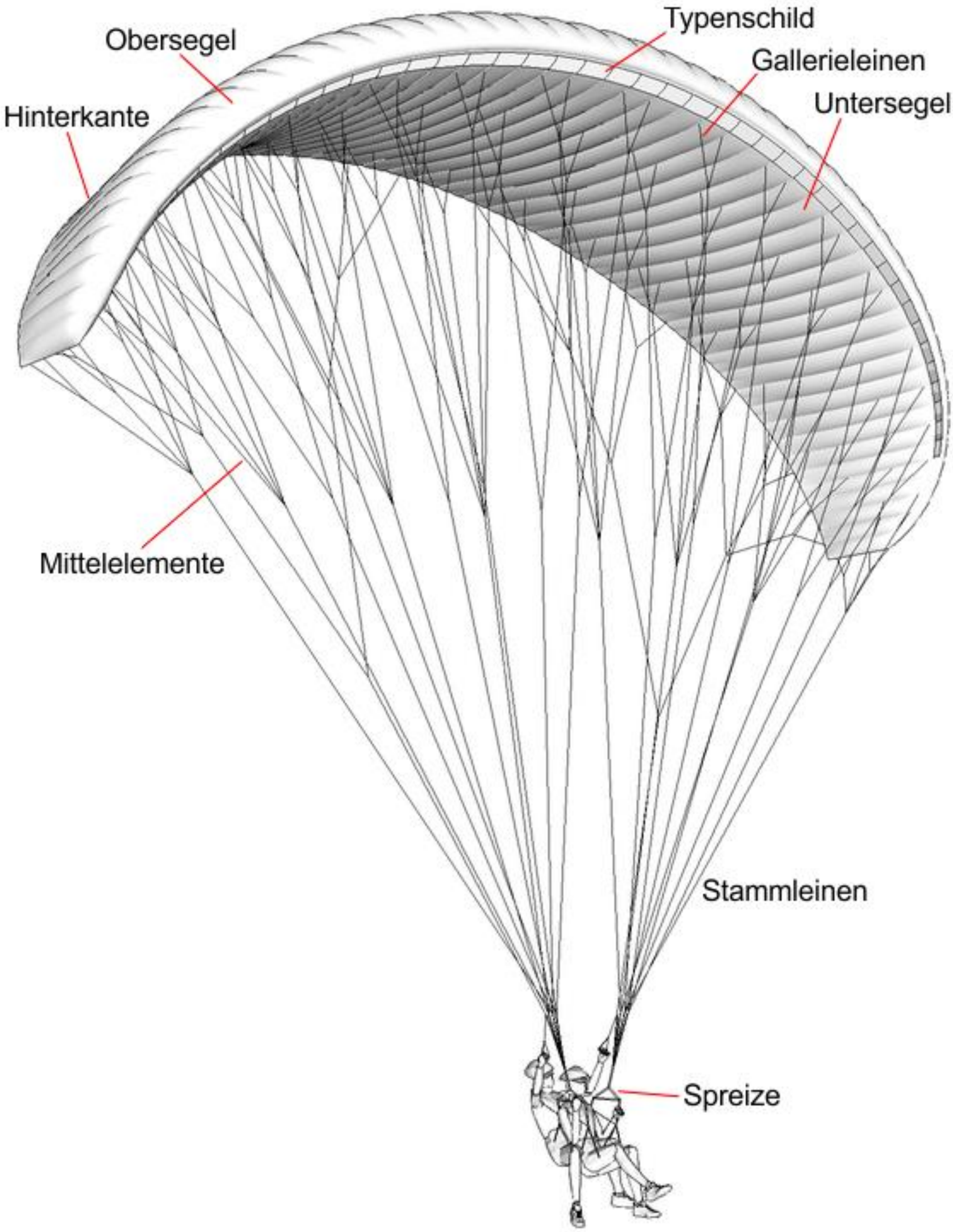
PHI

PHI, a brand of Papesh GmbH
Grillparzerstrasse 10
6067 ABSAM
Austria

Technical data

RONDO C						**RONDO**				
Size		**190**	**210**	**230**		**Size**		**190**	**210**	**230**
Number of cells		58	58	58		Number of cells		58	58	58
Projected span	m	11.12	11.66	12.03		Projected span	m	11.12	11.66	12.03
Projected area	m	29.97	32.97	35.05		Projected area	m	29.97	32.97	35.05
Projected elongation		4.13	4.13	4.13		Projected elongation		4.13	4.13	4.13
Design span	m	14.18	14.87	15.33		Designed span	m	14.18	14.87	15.33
Designed area	m	35.38	38.92	41.37		Laid out area	m	35.38	38.92	41.37
Design span		5.68	5.68	5.68		Designed span		5.68	5.68	5.68
Line length	m	8.45	8.86	9.14		Leash length	m	8.45	8.86	9.14
Max. tread depth	m	3.04	3.19	3.29		Max. tread depth	m	3.04	3.19	3.29
Min. tread depth	m	0.75	0.81	0.81		Min. tread depth	m	0.75	0.81	0.81
Weight	kg	6.1	6.5	6.9		Weight	kg	6.2	6.6	7.0
Certified weight	kg	100-200	110-220	135-240		Certified weight range.	kg	100-200	110-220	135-240
Certification (EN/LTF)		B	B	B		Certification (EN/LTF)		B	B	B
Material		Porcher 38, 27				Material		Porcher 38, 27		
Number of risers		RZ13 (3+1)				Number of risers		RZ13 (3+1)		
Harness length	mm	347	347	347		Carrying strap length	mm	347	347	347
Trim travel	mm	80	80	80		Trim range	mm	80	80	80
Max control travel	cm	>65	>65	>65		Max control travel		>65	>65	>65

Overview of canopy



Line layout diagram: