DUDEK

User manual

Touch

V10.01.2025

Content

Introduction

We are very pleased to welcome you to the ever-growing community of users of Dudek Paraglider products. You have become the owner of a parakite designed according to the latest global trends.

About manual

Please read this manual carefully and note following details:

- This manual is intended solely as a guide for using the parakite. It is not meant to be used for learning how to fly this or any other wing.
- You may only fly a parakite when qualified to do so or when undergoing training at an accredited school.
- Pilots are personally responsible for their own safety and their parakite airworthiness.
- On the day of receiving the wing from the manufacturer, it meets the requirements of EN 926-1 or has a certificate of airworthiness issued by the manufacturer. Any modifications made to the parakite will invalidate these documents.
- Other documents concerning this parakite can be found on attached pendrive or on our website www.dudek.eu.

We wish you many enjoyable and safe flying hours!

Important: Due to the ongoing process of design improvement, the manufacturer reserves the right to make slight changes to the product compared to what is described in this manual. However, these differences should not affect the fundamental structural and operational parameters.

Acceptance of risk and disclaimer

Refer to the manual before use

By using the Touch parakite, you confirm that you have read and fully understood this user manual. You also agree that before allowing someone else to use the Dudek Touch, you will ensure that they have also read and understood this manual.

Acceptance of risk

By using the Touch parakite, you accept all known and unknown risks that may lead to injury or death.

Waiver of claims and disclaimer

By using the Touch parakite, you agree to the following terms:

- You waive any claims, regardless of how they arose, arising from the use of the Dudek Touch and its components, whether now or in the future, against POWAIR LLC and other involved parties.
- You release POWAIR LLC and other involved parties from any claims related to the loss or damage of property, as well as personal injury or costs that you, your relatives, and third parties may incur as a result of its use, including claims arising from law or contract against POWAIR LLC and other parties involved in the design and production of the Touch and its components.
- In the event of death or disability, all provisions contained in this document will be binding on the heirs, next of kin, executors, administrators, agents, and legal representatives of the user.
- POWAIR LLC and other parties have made no oral or written representations other than those specified in the Touch manual.

Wing description and purpose

Designed to evoke emotions

The Touch is our response to the concept of "parakite" wings, which combine elements of paragliding and kiting. They feature a different control system compared to traditional paragliders and have distinct purposes.

We believe that the nature of the design and use, and consequently the user experience, is significantly different from standard paragliders.

Main features

The unique control system in the Touch is the primary source of its capabilities, so we have ensured that control over the wing is both efficient and intuitive. The steering is responsive, allowing the pilot to feel a "connection" with the wing.

The Touch features an optimized self-stable profile designed for parakite use, enabling safer flying at low angles of attack/high speeds. This profile makes the wing exceptionally stable and resistant to collapses compared to traditional paragliders, especially in faster speed configurations.

During the design and testing process, we achieved high in-flight stability while maintaining good performance and efficient control. We aimed for a well-balanced combination of these parameters.

Target pilot

The Touch is intended for a wide range of pilots who have experience in parakiting from intermediate to professional levels. To fly safely on the Touch, a prior understanding of its control system is required.

The wing allows for both smooth and dynamic, energetic flights. The Touch shows its greatest potential on dunes, and it was designed with this environment in mind.

What have you bought

The purchased parakite includes:

- Transport bag (with your canopy inside)
- The parakite itself (canopy, lines and risers)
- Compression strap for securing the wing before placing it in the bag
- Pocket with paper work and repair wallet including:
  - Piece of self-adhesive fabric (10 cm x 37.5 cm) for small repairs. Note that even small tears located in the vicinity of stitches are to be repaired by an authorised service only.
  - Looped and stitched suspension line (the longest of all lines in the parakite) to be used as a temporary replacement. Do not cut it if you have to temporarily replace a shorter one, just tie it at the length needed.
  - USB drive with this manual.
- Small gifts

Technical data

Touch	15	18	22	26
Load certification EN:926-1	Yes			
Number of cells	53	53	53	53
Surface area (flat) [m²]	15	18	22	26
Surface area (projected) [m²]	12,71	15,25	18,64	22,02
Span (flat) [m]	9,17	10,04	11,10	12,07
Span (projected) [m]	7,35	8,05	8,90	9,67
Aspect Ratio (flat)	5,60			
Aspect Ratio (projected)	4,25			
Max. chord [mm]	1973	2163	2390	2598
Min. chord [mm]	569	1793	689	749
Distance pilot to wing [m]	5,57	6,10	6,74	7,33
Total line lenght [m]	191,32	210,89	234,61	256,26
Total take-off weight - PG [kg]	50-100	60-110	70-120	80-135
Weight [kg]	3,75	4,17	4,86	5,55

Materials

Lines	Technora: 090/140/190/280 ; Dyneema: 180/200
Fabric	Porcher 44 g/m2 Dominico 40 g/m2
	Pocher Hard 45 g/m²
	SR Scrim, SR Laminate 180 g/m²
Risers	Edelrid

* Detailed list of materials used for the manufacture can be found in service documents file on the page of a parakite, available on our website www.dudek.eu

Parakite design

Canopy and lines

Parakite Touch is manufactured using technology that leverages the capabilities of a precise laser cutting plotter. All stages of the production process take place as our Polish plant under closes upervision of the designer himself thus ensuring highest European quality.

1. Inlets
2. Leading edge
3. Trailing edge
4. Cell
5. Ribs
6. Suspension lines
7. Cleaning slit
8. Wing sticker with NFC chip

Risers

The Touch model features triple risers equipped with a pulley system that allows for full-range functionality using only the control handles. We have named this system **mPA - manual Power Attack.**

1. Steering line
2. B-Ball handle
3. Control handle
4. Control handle loop
5. Main attachment point
6. Stabilizing elastic for the handle
7. Neutral point marker
8. Auxiliary markings

ACS
Auto Cleaing Slots

APC
Auto Pitch Control

CSG
Canopy Shape Guard

CP
Catch Pins

FET
Flexi Edge Technology

LR
Laser Technology

DRA
Dudek Reflex Airfoil

mPA
manual Power Attack

NFC
NFC chip on board

Available systems and technologies

The latest technologies, systems and own ideas were used to design Touch.

In this manual, we have only covered the most important ones. You can learn more about the others in the Technologies section of our website.

Dudek Reflex Airfoil

When designing Touch, we used our many years of experience with self-stabilizing profiles and implemented them in a parakite.

mPA - manual Power Attack

This system combines all methods of controlling the flight direction and speed into one. The control handles are integrated with the risers and, through a set of pulleys, create a system replacing the classic speed system and trimmers known from paragliders. The exact operation of the control system in Touch is discussed later in this manual.

Fixing canopy to the ground

Four loops sewn to the upper surface of the canopy on the leading edge allow it to be attached to the ground using the pins supplied in the kit, in order to fix the canopy before taking off on steep slopes or snow.

NFC chip

Touch has a chip installed under the data plate, thanks to which you will get immediate access to our system using an NFC-enabled phone. You will find there data of your parakite model, warranty conditions, current documentation and user manuals, service notes, and you will also be able to use the function of notifying about the loss, theft or finding of equipment of another owner.

Other systems

This parakite has no other systems which can be adjusted, exchanged or removed.

Before first use

Golden rules

- Before your first flight, spend a few hours groundhandling to get used to the Touch's unique behaviour.
- Before your first flight, it is essential to practice extinguishing the wing using the B-Balls, so that you can grab them quickly if necessary!
- Whenever possible, first flights should be accompanied by a pilot who is more experienced in parakiting.

What harness?

You can use any certified harness.

Important: Depending on the height of the suspension point in your harness, access to the wing extinguishing system on the ground (red B-Balls) may be difficult or even impossible!

Sizing and weight ranges

In the case of the Touch parakite, the size selection is different than in traditional paragliders. To get the most out of it, you need to match factors such as:

- the place where you are flying,
- wind conditions,
- take-off weight.

Based on them, we choose the size in the following way: the...

- stronger wind
- steeper/higher slope
- lower take-off weight

... the smaller size is recommended.

In the case of:

- weaker wind
- less inclined/lower slope
- higher take-off weight

…consider choosing a larger size.

Our experience shows that the optimal situation is to have several sizes of Touch and choose the right one after assessing the actual conditions at a given time.

Intermediate sizes, such as: 18 (for light pilots) and 22 (for heavier ones), are the most universal.

Characteristics of Touch sizes

- 15 – recommended for very light pilots or speedflyers. Works best in stronger winds. At loads above half the weight range it becomes extremely reactive and dynamic. We strongly advise against this size as a first contact with parakite-type wings.
- 18 – the most popular size, providing a reasonable compromise between dynamics and versatility. For pilots experienced in flying on small wings, this is an ideal choice allowing them to use various weather conditions.
- 22 – in our opinion the best choice as a first parakite. It works great in a wide range of weather conditions and does not lack dynamics. It allows for good fun while maintaining ease of piloting.
- 26 – the closest in performance to traditional paragliders, but retains the features of a parakite. It is the best choice for less experienced pilots. It allows flying in the full range of speeds in weaker winds.

Important: Despite the Touch's considerable resistance to difficult wind conditions, turbulence and small angles of attack, it should be remembered that it is not infinite. Feelings in extreme conditions can be misleading for the pilot to assess correctly. It is important to remember that turbulence increases with wind strength and although the wing is capable of flying at a noticeable forward speed, it does not mean that flying at such times is safe.

Important: Exceeding maximum take-off weight described in technical data of the parakite ("Pilot's weight incl. equipment") increases risk of an accident in case of pilot's error.The smaller canopy area as compared to take-off weight, the greater the risk.

Important: Paragliders considerably change their character due to increased load and each experienced pilot should perfectly understand that. The biggest danger induced by overloading the canopy is its hyperreactivity.

Caution: Check your real take-off weight! Some pilots calculate their take-off weight by just summing up catalogue numbers, e.g.: Harness 5kg + canopy 6 kg + pilot 87 kg = ca. 100 kg. In fact your actual take-off weight can be umpteen kilograms bigger. Most often we forget the clothing, electronics, backpacks, sometimes even such basic things like fuel or rescue chute weight are omitted!

Clipping to risers

Attachment points on the left and right risers have been sewn with threads of a different color for easier identification:

R - blue: right side

L - red: left side

The neutral point markers should be on the outside and facing the pilot in red.

The handles should be grabbed by putting your hands through the loops. This protects you from accidentally releasing the control handle during flight.

Pre-flight check

Having chosen a place to launch accordingly to the terrain as well as wind speed and direction clear it of any obstacles that could damage your canopy or tangle in the lines.

After laying out your parakite in a horseshoe directed against the wind following checks must be made:

- canopy, lines and risers condition. Do not launch if the slightest damage is noticed.
- the parakite should be arranged so that the centre section A-lines will strain earlier that the outer ones. This ensures easy and symmetrical launch.
- the leading edge should stay taut and even.
- all lines and risers should be separated. Make sure they are not tangled, and checked against catching anything. It is equally important to check the brake lines.
- make sure the risers are not twisted.
- it is very important to check that no lines are looped around the canopy. The so-called ”line-over” may have disastrous consequences during take off.
- always put on and fasten your helmet before clipping in to the harness.
- make sure that all quick links (maillons) of the risers are tight.
- check main carabiners. They must be properly mounted, closed and locked.

Start

To launch the Touch, we recommend using the “A” risers by grabbing them near the main riser connection, in this way you will avoid the leading edge curling up. Depending on the wind conditions, after gaining speed, you should pull the brakes slightly, no further than the neutral point, increasing lift and initiating the launch.

Note! Touch requires a relatively high speed for take-off.

Turns

Controlling the Touch thanks to the mPA system allows for precise control of the flight path. Direction control is performed by asymmetrical work of the control handles and body balancing. Altitude and speed control is performed by symmetrical movements of the control handles. You can also use mixed control techniques:

- Holding both brakes at the neutral point, release the outer brake causing a turn towards the one that remained at the neutral point. Such a turn will cause the wing to dive, gaining significant energy, which must then be skillfully lost.
- The opposite situation will be pulling one of the brakes when both are at the neutral point. This turn will be flatter, and will prevent significant loss of altitude.
- By adding body control we have great possibilities for shaping the flight path.

Caution! The first flights should be performed in calm weather conditions and with a large space for take-off, flight and landing. We strongly advise against forcing dynamic flight maneuvers, especially at the beginning of getting used to the wing. This can cause a significant loss of altitude and is characterized by considerable energy, which can surprise the pilot.

Caution! Under no circumstances should you steer using only the control lines, bypassing the handles. Such a technique may result in a dynamic collapse. Steering is only permitted using the handles. Modifying the length of the control lines carries the same risks and consequences.

Speed modes

A. Full speed

Raising your hands corresponds to pressing the speed system bar and/or releasing the trimmers in traditional paragliders.

- increased speed
- increased sink

B. Neutral speed

Holding the handles at the height of the point marked as neutral, you achieve trim speed, corresponding to flight with the trimmer pulled and/or without using the speed system.

C. Pulling the trailing edge

Pull the control toggles below the neutral point causes deformation of the trailing edge, just like in a classic paraglider.

Riser lengths in neutral setting*:

A: 535

A': 635

B: 535

C: 535

* lengths of the risers incl. maillons, length tolerance +/- 5mm and softlinks

A

B

C

Landing

In our experience, it is easiest and safest to land the Touch while maintaining a high approach speed and losing it only when you are on the ground. Remember that the Touch requires more landing space than a classic paraglider.

Just make sure that last turn into the wind is done with sufficient altitude. At about 1 meter over ground flare out by gently braking both sides. The glider may climb again for a while gaining some height, if too much brake is used.

The final glide of the landing approach should be straight and smooth. Steep or alternating turns can result in a dangerous pendulum effect near the ground.

Important: When landing in strong winds, the brakes should not be used to extinguish the parakite! Use the B-Ball handles to extinguish the wing after landing. Using the brakes will probably result in pilot being lifted again and dragged backwards.

Other flying modes

Winching

Touch was not designed for winch flying. Nevertheless, a lot of successful winches on Touch have been made.

Powered flying

Touch was not designed for powered flying.

Tandem flights

Touch is not certified for tandem flying.

Aerobatics

Touch was not designed to do any aerobatics.

Extreme manoeuvres

Important: Provoking dangerous situations on Touch is prohibited! The technologies used in it provide high passive safety, but attempts to provoke dangerous situations can cause configurations that are difficult or impossible to recover!

One sided collapse

Can happen in strong turbulence. Standard counter-steering and/or body is enough to keep the parakite on course. Under normal conditions the canopy will reinflate instantly and spontaneously.

Frontal collapse

Can happen in strong turbulence. Active piloting will usually prevent its occurrence.

Touch is a modern parakite with significantly stiffened leading edge. That's why an instant pilot's reaction is advised – a measured braking at the right moment will greatly speed up the recovery.

Full stall and negative spin

Practically do not occur, may happen only as a result of serious neglect or intentional action of the pilot. You have to be careful when flying at very low speeds until fully familiar with brake operation.

Parachuting

In normal situations this usually does not occur. If parachuting does occur, it is best to move up the control handles setting the risers to full speed configuration.

Line over and cravatte

It is a modern wing which, in order to decrease drag has fewer suspension lines with greater distances between them, as well as stiff leading edge.

That's why it's always possible that after a tuck one of the stabilisers may tangle in the lines. Usually a couple of pulls with a brake settles the matter. If it's not enough, try to untangle it with big ears or a stronger pull on the risers.

Emergency steering

If line entanglement occurs, do not fly in full speed configuration. This can result in dynamic and difficult to recover collapses! Land as quickly as possible.

Rapid descent techniques

Big Ears

On the Touch wing, this technique is not allowed and has not been tested.

B-Stall

On the Touch wing, this technique is not allowed and has not been tested.

Spiral dive

A spiral is characterised by reaching the highest sink rates possible.

Significant G-forces, however, make it difficult to sustain a spiral dive for a long time, as it can place high loads on both pilot and parakite, to degree of losing consciousness by the pilot. Never do this manoeuvre in turbulence or at too high bank angles.

Control the dive and do not exceed 16 m/s sink. If the dive is not stopping after releasing the brake, assist the parakite with the outer one.

Wingover

You make a wingover by performing a series of consecutive, alternating turns with increasing bank angle. Too aggressive banking with unsufficient control can result with a massive collapse.

Caution: All rapid descent techniques should be practiced in smooth air and only with sufficient altitude margin! Avoid using the full stall or negative spiral as a technique to get the wing out of a dangerous situation.

How to care for your wing

Packing and storage

Touch design incorporates modern technologies, including nylon lines in the leading edge. That's why the parakite should be carefully packed, with proper conditions ensured for transport and storage.

Basic rules to be followed when folding the canopy:

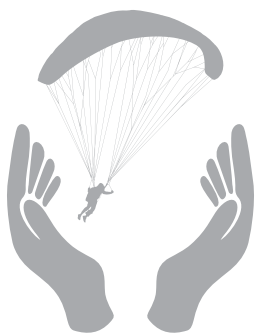
- Fold it accordion-wise rib to rib (cell by cell). Do not fold it by halves, placing the stabilizers at the centerline.
- When a compact package is created on the longest chord do not roll it, but fold three to four times (depending on the chord length) from trailing edge towards the leading one.
- The leading edge remains on top of folded canopy.
- Pack your wing so that it is not excessively crushed.
- Optionally pack the wing into a dedicated WingShell.
- If you have completely prepared your gear but have to wait for launch, a good idea is to use a quickpack, to protect your wing against moisture and UV rays.
- Never pack or store the wing when wet. It significantly shortens life of the fabric. Remember that the wing becomes damp even while lying on green grass in direct sunlight, as the grass transpires.

Caution: Locking a wet parakite in a car exposed to sun is absolutely unacceptable! Hot car interior acts like an oven and tests have shown that color bleeding/transfer can happen even at 50 Celsius degree. The warranty does not cover such damages!

- While drying, never expose your wing to direct sunlight operation.
- Store the wing in a dry place, away from chemicals and UV exposure. Ideal storage temperature for the parakites is 5 to 25 Celsius.

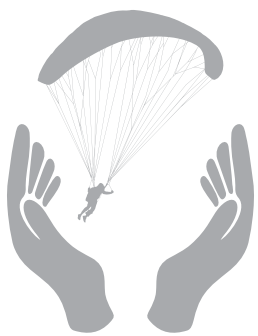
Cleaning

Clean the parakite with water and a soft sponge. Do not use any chemicals or alcohol, as these can permanently damage the fabric.



Deterioration - a few tips

- The parakite is made mainly of Nylon - a fabric which, like any other synthetic material, deteriorates through excessive exposure to UV rays that come with the sunlight.
- Hence it is recommended to reduce UV exposure to a minimum by keeping the parakite packed away when not in use. Even when packed in a bag, it should not remain in the sun for long.
- Suspension lines in this parakite consist of Technora inner core and polyester sheath.
- Submitting them to excessive bending and loading in flight should be avoided, as it can cause irreversible damage.
- Please note that with frequent kiting on a beach or a small hill your parakite will deteriorate more quickly due to its repeated rising, falling and being dragged around.
- Uncontrolled strong wind takeoffs or landings can result in the leading edge of the canopy hitting the ground hard, which may seriously damage the ribs, sewing and surface cloth (including coating damage).
- Keep the parakite clean, since getting dust in the lines and fabric will reduce their durability.
- Be careful to keep snow, sand or stones from entering the cell openings: their weight can slow or even stall the parakite, while sharp edges can damage the cloth.
- Prevent lines from catching anything, as they can overstretch or tear. Never step on the lines.
- Knots can chafe suspension and/or brake lines.
- Check the length of your lines after tree or water landing, as they can stretch or shrink. The lines can be measured at the manufacturer or an authorised workshop.
- After landing in water you should check the wing fabric as well, since the wave forces can cause the fabric to distort in some areas.
- When taking the wing out of the water, always do this by trailing edge. After a sea landing, rinse the parakite with fresh water. Since salt



crystals can weaken the suspension lines even after rinsing in fresh water, you should replace the lines with new ones immediately after contact with salt water.

- Frequent flying near oceans and seas accelerates deterioration of the parakite, as salt present in the sea breeze can make the lines stiffen and even break.

Repairs

Repairs should only be carried out by the manufacturer, authorised distributor or an authorised workshop. It is acceptable to fix minor cloth damage with self-adhesive patches included in the package.

Inspections

Full Inspection is recommended every 24 months or every 150 hours whatever comes first, if not advised otherwise by the inspecting person due to parakite's condition.

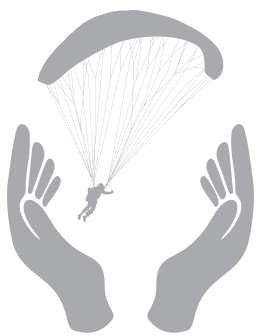
A parakite can be officially inspected only by the manufacturer or a dealer (authorised to do so).

Identification of parakite

The parakite model and serial number are to be found on wing sticker, placed inside the wing chamber around the center. The sticker must be filled out completely and clearly. In case of legibility problems, the numbers can be confirmed in our database.

You can find out more about the wing by entering its number in our search engine.

With Touch it's even easier, as it has an NFC chip sewn under the wing sticker. Close your NFC-enabled phone to the sticker for instant access to our database where you can learn more about your canopy, download the user manual and more.

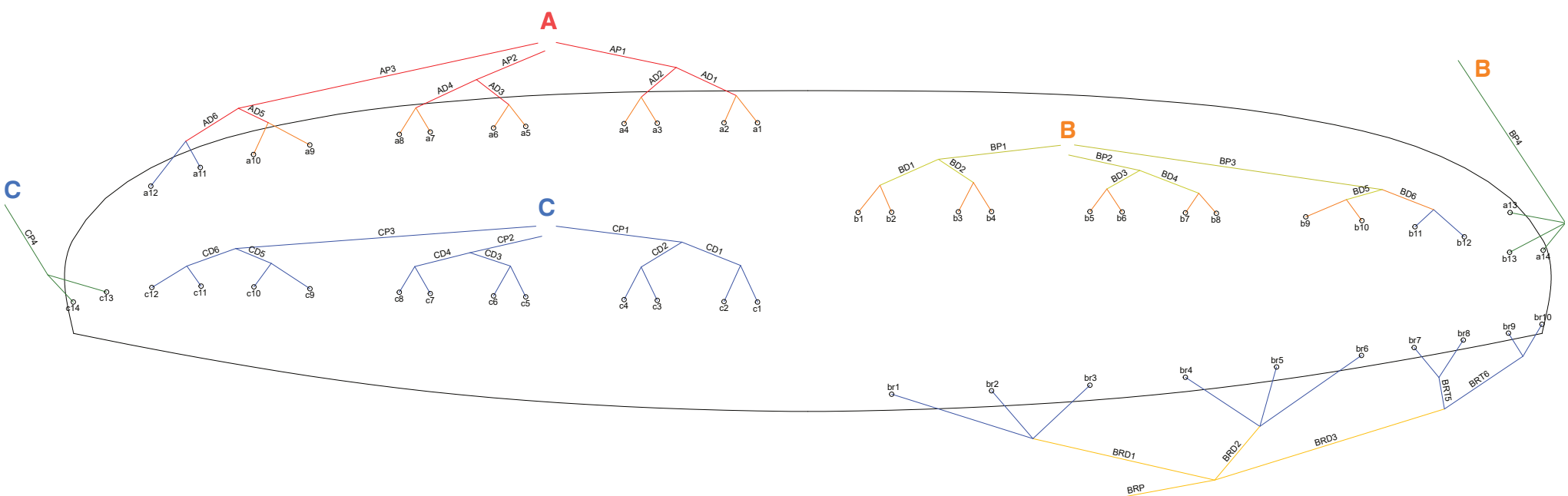


Lining scheme

A scheme of lines can be found below, while tables of line lengths can be found in the appendices added to this manual.

Lengths are measured with a specialised, computer-operated device. All the lines before measurement are stretched with a steady 5 kg load. Thanks to abovementioned device and proper procedures, final tolerance of line lengths does not exceed +/- 10mm.

Note: Distances given below are to be understood as distances between connection points. When cutting a line for repair, 20 cm extra must be added, as at each end a 10 cm stitch is required to fix the loop. The only exception is the main steering line (BRP), which is looped only at the upper end, with at least 150 mm margin for fastening brake handle (this means for this line extra 25 cm than in the table is needed).



36
36 Months Warranty

24
24 Months Warranty

18
18 Months Warranty

12AC
12 Months Auto Casco

Warranty and Aerocasco

We are aware that purchase of a new parakite is a big expense for every pilot. That's why we guarantee quality of our products, as well as optionally we are offering a security system that will allow you to insure your parakite against possible damage and repair costs with an AeroCasco insurance.

Guarantees

Dudek Paragliders guarantees free of charge repairs in case of damages caused by the material or production:

- For the free-flying paragliders warranty covers 36 months (3 years) or 300 flight hours, whatever comes first. If the free-flying paraglider is used for powered flights, every hour flown is counted double (not concerning PPG paragliders).
- For the paramotor canopies (PPG) warranty covers 24 months (2 years) or 200 flight hours (whatever comes first).
- For the mountain wings (MPG), speedflying, parakite, schools or professional users warranty covers 18 months 1,5 year) or 150 flight hours (whatever comes first).

Warranty does not cover any of the following:

- canopy colour fading as well as bleeding caused by improper storage/transport,
- damage caused by chemicals or salt water,
- damage caused by improper use,
- damage caused in emergency situations,
- damage resulting from accidents (airborne or otherwise),
- consumables (e.g. trimmer tape).

Warranty is only valid if:

- flight hours can be identified basing on properly kept logbook of the owner (and his possible predecessors) with marked PPG hours,
- the parakite is used in accordance with the operating manual,
- the owner did not make any repairs by him/herself (excl. minor repairs with self-adhesive patches),

36
36 Months Warranty

24
24 Months Warranty

18
18 Months Warranty

12AC
12 Months Auto Casco

- the owner did not make any modifications,
- the parakite can be unmistakably identified by data sheet/sticker,
- the parakite has been properly inspected at all times.

Caution: In case of damages caused by the material or production flaws please contact the dealer that sold you the gear. The dealer will determine further actions.

Caution: If you have bought the parakite second-hand, ask previous owner for a copy of his logbook (covering entire entire use of ther parakite from the day of original purchase).

AeroCasco

Standard warranty does not cover repair costs of damages caused by the user or a third party. Since costs of such repairs can be considerable, Dudek Paragliding offers an AeroCasco insurance. It offers a one time repair of any mechanical damage, no matter how big and who caused them.

The only expenses you will be facing are shipping costs and the share-of-cost amount.

AeroCasco can be purchased for a brand new parakites only (at the purchase).

AeroCasco covers only damages occuring while taking-off, flying or landing. Obviously, all faults in the material and manufacturing flaws are covered by normal warranty.

When handing the parakite for the repair you have to present a card confirming its AeroCasco status. After the repair you will have to cover only the share-of-cost . AeroCasco is valid for one repair only during covered time.

There is a possibility of extending AeroCasco for one further year. To do this you have to send your parakite for inspection to the manufacturer not later than a year after the date of purchase. Remember to include the AeroCasco confirmation when you send the parakite for inspection.

36
36 Months Warranty

24
24 Months Warranty

18
18 Months Warranty

12AC
12 Months Auto Casco

AeroCasco does not cover any of the following:

- theft
- canopy discoloration,
- damages caused by incorrect storage damage ot transport,
- damages caused by chemicals, salt water or force majeure.

Caution: The additional inspection does not extend the validity of the full inspection.

Caution: AeroCasco is not available for all parakites (check before purchase). It can be purchased only for privately used parakites.

Environmental care

Environment care

Parakiting is an outdoor sport. We believe that our clients share our environmental awareness. Exercising paragliding you can easily contribute to environment preservation by following some simple rules. Make sure you are not harming nature in places where we can fly. Keep to marked paths, do not make excessive noise, do not leave any garbage and respect fragile balance of the nature.

Recycling of used gear

A parakite is made out of synthetic materials, which need to be properly disposed of when worn out.

If you are not able to dispose of the parakite properly, Dudek Paragliders will do that for you. Just send your product to the address given at the end of the manual, accompanied by a short note.

Join our community!

By purchasing our gear you've become an important part of Dudek Paragliders family!

Share your experiences with the entire community and stay current with new offers by joining our fanpages

If you have interesting photos and films of your flying by all means send them to us, and we will share them with our entire community

media@dudek.eu

Do not forget to label everything you publish in social media with #dudekparagliders!

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