PANORAMA

WELCOME

Thank you for flying Flow Paragliders. We hope you will be satisfied with this product and wish you many happy flights. We strongly recommend that you **read this manual before the first flight**. This manual is designed to help you to quickly familiarize with this beautiful glider.

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General Information

User manual for Panorama 32, Panorama 39 and Panorama 41

The Flow Panorama is an easy and fun paraglider with excellent glide and very efficient trimmers designed as a mid EN B Tandem glider.

The Panorama has a beautiful and refined handling. Thermaling is very efficient and the brake pressure is progressive giving plenty of feedback to the pilot providing an enjoyable ride to both the pilot and passenger passenger.

The materials were carefully chosen to offer the best possible combination of durability/ weight ratio. We worked closely with the test centres and is a consensus the Porcher Skytex 32g offer greater durability/weight ration than other material on offer in the market.

Please note that any changes to the paraglider will invalidate the result of the certification. Correct usage of the glider is the pilot‘s responsibility. The manufacturer and distributor do not accept liability for loss or damage as a result of the misuse of this paraglider. It is the pilot’s responsibility to comply with legal regulations and to maintain the airworthiness of the aircraft.

The Panorama has a high level of passive safety. The Panorama has been certified as EN B, having met all the requirements of EN 926-2 / 2013and LTF NFL II 91/09.

This user manual version V06 is dated: 01/2019.

Flow Paragliders PTY LTD – 5 Shorehaven Place, Varsity Lakes, NSW 4227, Australia – info@flowparagliders.com.au

PILOT'S PROFILE

The Flow PANORAMA is our EN B rated tandem paraglider.

A glider made to share the stoke and freedom paragliding often delivers. Panorama will help you take your flight companion to that once "intangible realm" called "the dream of flight". Easier than ever.

We took attention to the flying characteristics of all the flying phases. Especially the handling, which is precise and direct with great authority. Launching is remarkably easy in both nil wind and strong wind. Landing is stress-free with great retention of energy to a perfect flare at landing.

Launching, Flying and landing resemble the feel of a solo wing. Light brake pressure is noticeable in the entire weight range.

Flow panorama has easy to use trimmers which offer 110mm of travel.

The combination of double coated Porcher Skytex 32g and 38g on top surface and 32g on the bottom surface offers the best combination of durability/ weight ratio than any other rip stop material on the market today. We opted for this combination as a non-compromise approach giving the Panorama great durability and awesome handling.

SPECIFICATIONS

PANORAMA	32	39	41
FLAT AREA	32.5m2	38.5m2	41.1m2
PROJECTED AREA	27.85m2	33.1m2	35.2m2
FLAT WINGSPAN	13.25m	14.4m	14.8m
PROJECTED SPAN	10.58m	11.4m	11.8m
ASPECT RATIO	5.4	5.4	5.4
PROJECTED AR	3.94	3.94	3.94
MAX CHORD	2.45	3.38	3.49
NUMBER OF CELLS	54	54	54
GLIDER WEIGHT (KG)	6.1	6.6	6.7
TAKE OFF WEIGHT	110-220	110-190	120-220
CERTIFICATION	EN 926-1	LTF/EN B	LTF/EN B

TAKE-OFF, FLIGHT, AND FLYING TECHNIQUES

The Flow Panorama should be flown as a normal paraglider. However, there are several points listed below which should help you to familiarize with your new paraglider quicker.

The Panorama was designed as a foot launchable tandem paraglider and can also be tow-launched. It is the pilot's responsibility to use suitable harness attachments and release mechanisms and to ensure that they are correctly trained on the equipment and system employed.

Before Take-off

- Check the canopy for rips or tears. Also, inspect the internal structure (ribs, diagonals) and seams.
- Check if lines are not damaged or tangled.
- Check the quick links connection between lines to the risers are undamaged and tightened.
- Check if the risers are not damaged or twisted.
- Check if the speed system works freely and that the lines are long enough.
- Check that the brake handles are correctly attached and that each line runs freely through the pulley.

Take-off

Lay the paraglider out with the leading edge in a horseshoe shape. Hold the A risers close to the quick links and move forward until the lines get stretched. You should now be perfectly centred with your wing. With no wind or light headwind, with lines stretched, The Flow Panorama inflates rapidly and rises over your head with some dynamic steps. We recommend that you do not pull risers too forward or down, which could cause a collapse of the leading edge, but simply follow them until the glider reaches its angle of flight. It is important that the centre of gravity of your body stay in front of your feet during the inflation of the glider to constantly load the risers. A controlled inflation allows you to check the canopy and lines during the last phase as it comes up and thus avoids the need to use brakes. Depending on the wind conditions or the slope, an adequate use of brakes can help you to take-off quicker.

Landing

Because of the exceptional glide for this type of glider, high caution is recommended in the stages of approaching and landing. The Flow Panorama is a fast glider, any action on the brakes may cause significant reactions. It is therefore recommended to execute the first flights in a familiar environment and under easy conditions. With negative steering, there is more time for the manoeuvres to be performed steadily, which results in reducing the pendulum movements of the paraglider. Reminder: Negative steering involves applying the brakes symmetrically by about 30% of the maximum range to slow the paraglider and a simultaneous turning by means of releasing the outside brake. Speeding up just prior to landing allows a more effective flare and therefore a gentler landing.

Turning

Flow Panorama was designed to perform well in turns. Negative steering (see above) on one hand slows the paraglider in certain phases of the flight and on the other hand reduces excessive rolling during turn reversals. It is not only designed to turn (with approx. 30% brake) but also to fly slowly in order to help identify the areas of lift and to keep the paraglider flatter to minimize the sink rate in a turn (with 15% brake). Symmetrical brake-input at 20-30 % enables you to keep your wing under control – to brake further when pitching and to release when the canopy banks up.

RAPID DESCEND

Techniques

In order to descend, the paraglider must fly away from the areas of lift. In case any problems occur, the following techniques might be used to increase the sink rate.

- *Spiral Drive:* The Flow Panorama is a manoeuvrable wing which responds to any input easily. To initiate the spiral, apply one brake progressively to about 35% and hold it in its position. The speed of rotation will increase progressively as well as the pressure on the brake and the centrifugal force that is perceived. The angle or the speed of rotation can be decreased or increased by releasing or pulling the brake by several centimetres. Once mastered the spiral allows you to descend by more than 10 m/s. Movements which are extremely abrupt or badly synchronized or very quick initiation of the spiral can result in an asymmetrical collapse or a spin. CAUTION: A deep spiral is no harmless manoeuvre. The kinetic energy obtained must be reduced by slow releasing of the inside brake.

- *B-line Stall:* B-line Stall Grasp the B risers at the quick links and pull them down symmetrically. The paraglider will enter a B-line stall and drop backwards before stabilizing overhead. The descent rate increases to 6 - 8 m/s. To exit the B-line stall raise both hands together in a single, positive movement so that the risers are at full extension. On releasing the B-risers, your Panorama should return immediately to normal flight.

- *Big Ears*: Big ears is a moderate descent method, reaching -3 or -4 m/s, speed reduces slightly between 3 and 5 km/h and piloting becomes limited. The angle of attack and the wing loading also increases.

  Push on the accelerator to restore the wing's horizontal speed and the angle of attack. To activate ears, take the line ***amain3*** and simultaneously, smoothly pull them outward and downward. The wingtips will fold in. Let go of the lines and the ears will re-inflate automatically. If they do not re-inflate, gently pull on one of the brake lines first and then on the opposite side. For directional control while using the Big Ears, use weight shift.

  We recommend the pilot to re-inflate asymmetrically, to avoid unnecessary change on the angle of attack, more so if you are flying near the ground or flying in turbulence.

PERFORMANCE & USE OF BRAKES

Use of Brakes

Flow Panorama's best glide is at a trim speed (no brakes) – about 39 km/h. The minimum sink rate is achieved by applying approx. 15% of the brakes. When using more than 30% of the brakes, the aerodynamics and the performance of the glider are likely to deteriorate and the effort to manoeuvre will increase quickly. In case of extremely high brake pressure there is a great risk of a stall. Which occurs at a full brake travel (100% of the brakes) 65cm. In normal flying conditions the optimal position for the brakes, in terms of performance and safety, is within the top third level of the braking range.

Use of trimmers

Flow Panorama is equipped with trimmers. The profile of Panorama has been designed to fly stable through its entire speed range. It is useful to accelerate (trimmers open) when flying in strong winds or in extreme descending air. Flying with trimmers open increases the maximum speed by up to 30% of the trim speed. However, it does reduce the angle of attack and therefore there is greater risk of a frontal (or asymmetric) collapse. We therefore do not advise to fly with the trimmers open near the ground.

ASSYMETRIC & FRONTAL COLLAPSES

Despite the tests proving Panorama recovers on its own after collapses, it is a EN B glider therefore active piloting is recommended in case of an asymmetric or frontal collapse. Active piloting will reduce the loss of altitude and a change of direction.

Asymmetric Collapse

Despite the great stability of the profile of the Panorama, heavy turbulent conditions may cause part of the wing to collapse asymmetrically. This usually happens when the pilot has not foreseen this possible reaction of the wing. To prevent the collapse from happening, pull the brake line corresponding to the compromised side of the wing, this will increase the angle of incidence. If the collapse does happen, the Panorama will not react violently, the turn tendency is very gradual and it is easily controlled. Lean your body towards the side that is still flying in order to counteract the turn and to maintain a straight course, if necessary slightly slow down the same side. The collapse will normally open by itself but if that does not happen, pull completely on the brake line on the side, which has collapsed (100%). Do this with a firm movement. You may have to repeat this operation to provoke the re-opening. Take care not to over-brake on the side that is still flying (turn control) and when the collapse has been solved; remember to let the wing recover its flying speed.
Bring both brakes down symmetrically to speed up the reopening of the paraglider, and then raise your hands back up immediately.

Frontal (Symmetric) Collapse

The profile of the Panorama has been designed to widely tolerate extreme changes in the angle of attack. A symmetric collapse may occur in heavy turbulent conditions, on entry or exit of strong thermals or lack of adapting the use of the accelerator to the prevailing air conditions. Symmetrical collapses usually re-inflate without the glider turning, but you can symmetrically apply the brake lines with a quick deep pump to quicken the re-inflation. Release the brake lines immediately to recover optimum flight speed.

FULL STALL

Certain behaviour or weather conditions can cause a full stall. This is a serious deviation from normal flight and can be difficult to manage. If a stall occurs at less than 100 m above the ground, throw your reserve parachute. Main causes of a full stall:

- A poorly timed or an extensive use of brakes when the air speed of the wing is reduced.
- Soaked or heavily drenched leading edge (from rain or a cloud) can result in a stall due to an uneven airflow over the leading edge.

Whatever the cause, a full stall can be either symmetrical or a in a configuration of a spin.

Your first reaction should be to fully raise both hands. This normally allows the glider to return to normal flight but If nothing happens after a few seconds, apply the speed bar to encourage the wing to regain normal flight. Ensure the glider has returned to normal flight (check your airspeed) before using the brakes again.

FLYING WITHOUT BRAKES

If a brake line or pulley breaks, it is possible to fly the Panorama using the C-risers (rear riser). The movements must be well controlled as the deformation of the wing, due to the traction on the B-risers, is greater than that produced by using the brakes.

CRAVATS

If the tip of your wing gets stuck in the lines, this is called a cravat. Due to the large amount of drag, cravats can turn your wing into a spiral dive very quickly. This can be disorientating and difficult to control if allowed to develop. To recover from a cravat immediately, anticipate the movement of the wing, first stabilise the direction of your wing with outside brake and weight shift. Once you have control of the rotation and sink rate, apply strong deep pumps of the brake on the cravated side whilst weight shifting away from the cravat. It is important to lean away from the cravat otherwise you risk spinning or deepening the spiral. The aim is to empty the air out of the wing tip whilst it is unloaded. Correctly done, this action will clear the cravat. If it is a very large cravat and the above options have not worked, then a full stall is another option. This should not be attempted unless you know what you are doing and have a large amount of altitude. Remember, if the rotation is accelerating and you are unable to re-open the wing or control the decent rate, you should throw your reserve parachute whilst you still have enough altitude.

SIV

All manoeuvres should be carried out under supervision of experienced paragliding instructors, above water and with a rescue boat.

ADJUSTMENT OF THE HARNESS

For test flights, the pilots used ABS harnesses with the following set-up:

SIZE	Distance from seat board	Distance between hang points
PANORAMA 32	44cm	55cm
PANORAMA 39	44cm	55cm
PANORAMA 41	44cm	55cm

We recommend adjusting the harness in a very similar way to the test adjustment. Excessive cross-bracing increases the risk of twisting the risers. A looser setting will result in a tendency to lean towards the collapsed side. Lower hang points reduce the roll-stability of your harness and can slow down the reopening of asymmetric collapses. Higher hang points (+ 2 up to +4 cm) have no influence on inflight safety and can therefore be tolerated.

MAINTENANCE & CHECKS

The Flow Panorama is a robust piece of equipment but as any flying aircraft it should be technically periodically checked to ensure proper airworthiness.

Maintenance Tips

The life of your paraglider therefore depends largely on the care which you maintain and use it. To maximize life span of your wing, respect the following rules:

- Avoid dropping the canopy on its top surface or on its leading edge during inflation or landing.
- Avoid dragging it across the ground when moving it.
- Don‘t expose it unnecessarily to sunlight.
- Choose a packing technique that doesn‘t damage the plastic rods and that doesn‘t crease the internal structure excessively.

Always use the protective bag to avoid direct contact with the harnesses and buckles of any friction between the blade and the rucksack.
Never store your paraglider when it is damp.

If immersed in sea water rinse immediately with fresh water. Do not use any detergents. Dry your paraglider away from direct light in a dry and well-aired place.

Empty any foreign bodies from your paraglider regularly, for example sand, stones or animal or vegetable matter which may eventually decay. Twigs, sand, pebbles, etc. damage tissue in successive folds and organic debris of vegetable or animal origin (insects) can promote mould growth.

Periodic Inspections

The paraglider has undergone a series of tests during the production process and consequent flight tests before the delivery. It is delivered with a standard brake setting same to the one used during the testing. Periodic Checks & Repairs: for safety reasons, it is recommended that the paraglider is checked at least once a year, or after 100 hours and anytime there is a change in its behaviour. However, if you are a frequent flyer (more than 100 hrs per year), then we recommend that you get your glider every 100 hours. The checker should inform you about the condition of your glider and if some parts will need to be checked or changed before the next normal service check period.

WARRANTY

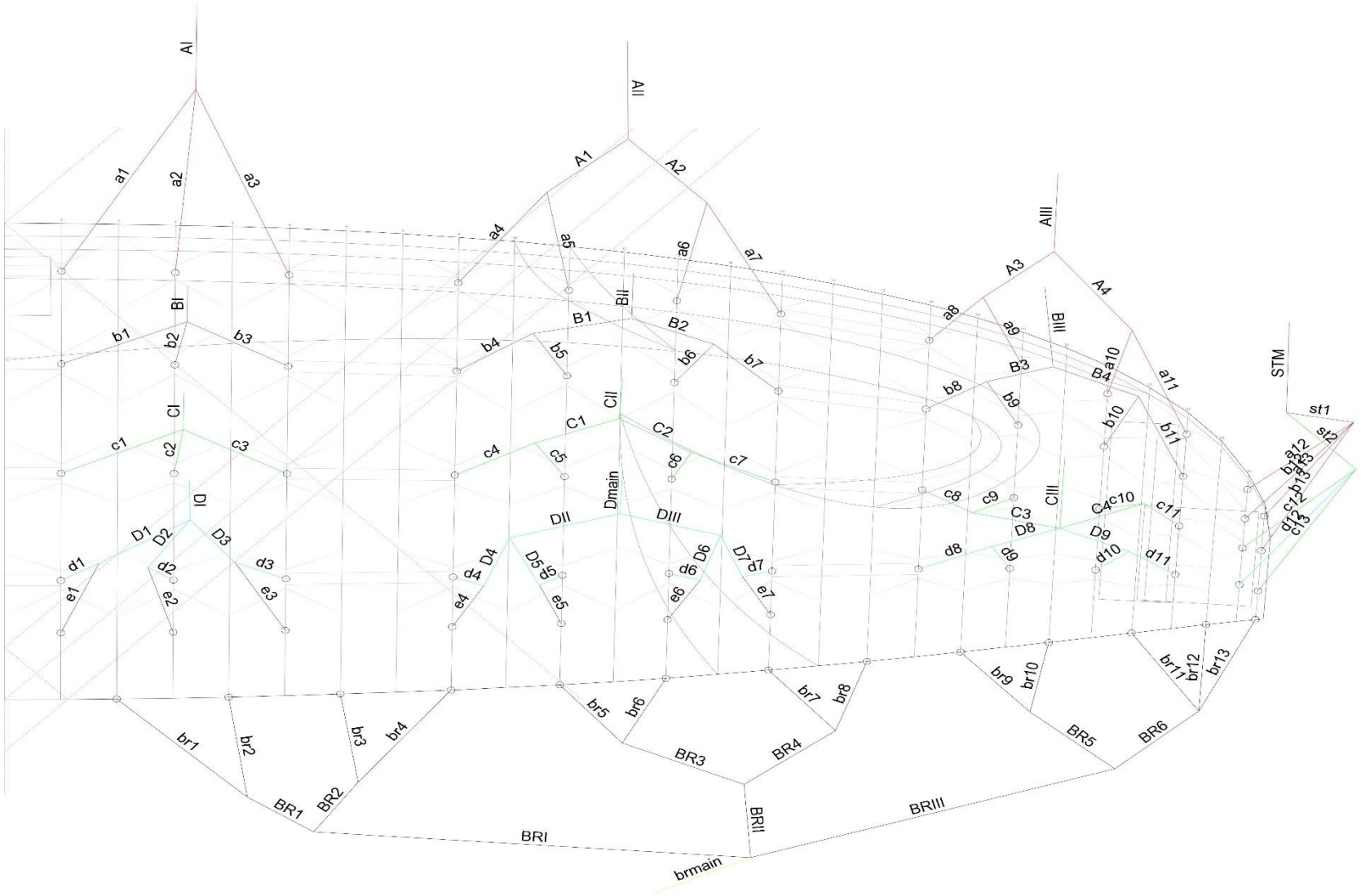
The Flow Panorama is guaranteed for two years or 250 hours against any production fault since the date of purchase.
The guarantee does not cover:

- Damage caused by misuse
- Neglecting the regular maintenance
- Overloading or misuse of the glider
- Damage caused by inappropriate landings

SUMMARY

Safety is the single most important thing in our sport. We recommend to always be alert of the weather, fly as regularly as you can and ground handle as much as possible. Practicing ground handling will keep your skills alive and will support you especially when conditions at launch aren't perfect or the site is difficult.
Please always respect the weather! Monitor the conditions and the forecast closely and understand which conditions are right for your level of flying or for flying in general. Lots of pilots get hurt due to misjudging weather conditions and we don't want you to be one of them.
We would also like to emphasise respecting our beautiful nature and looking after your flying sites. If you need to dispose the wing, please don't dispose of it in the normal household waste but in an environmentally responsible way. If you are unsure, please contact your council.

LINE PLAN


AI
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CI
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CIII
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BR1
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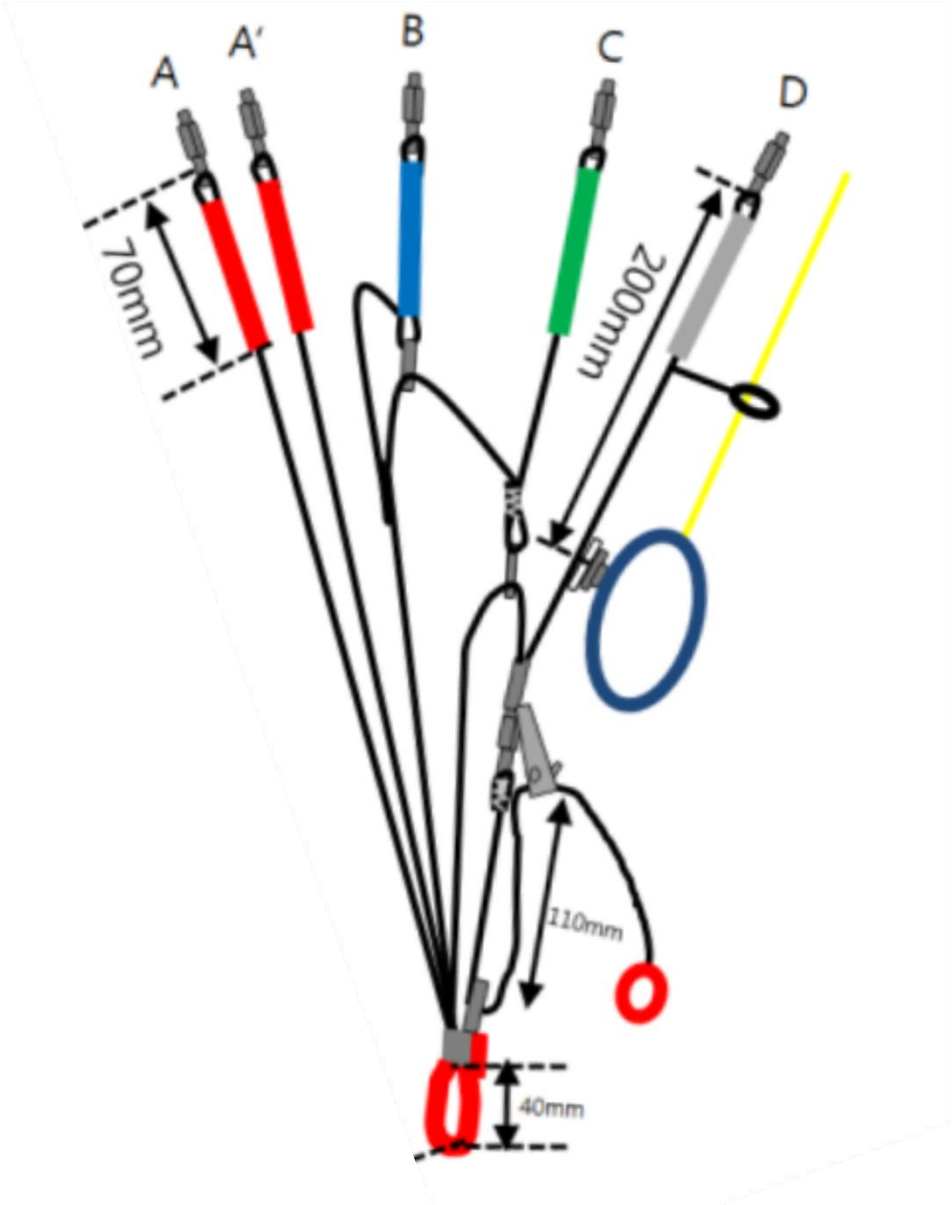
BR4
BR5
BR6
BRI
BRII
BRIII
brmain

RISER DIAGRAM

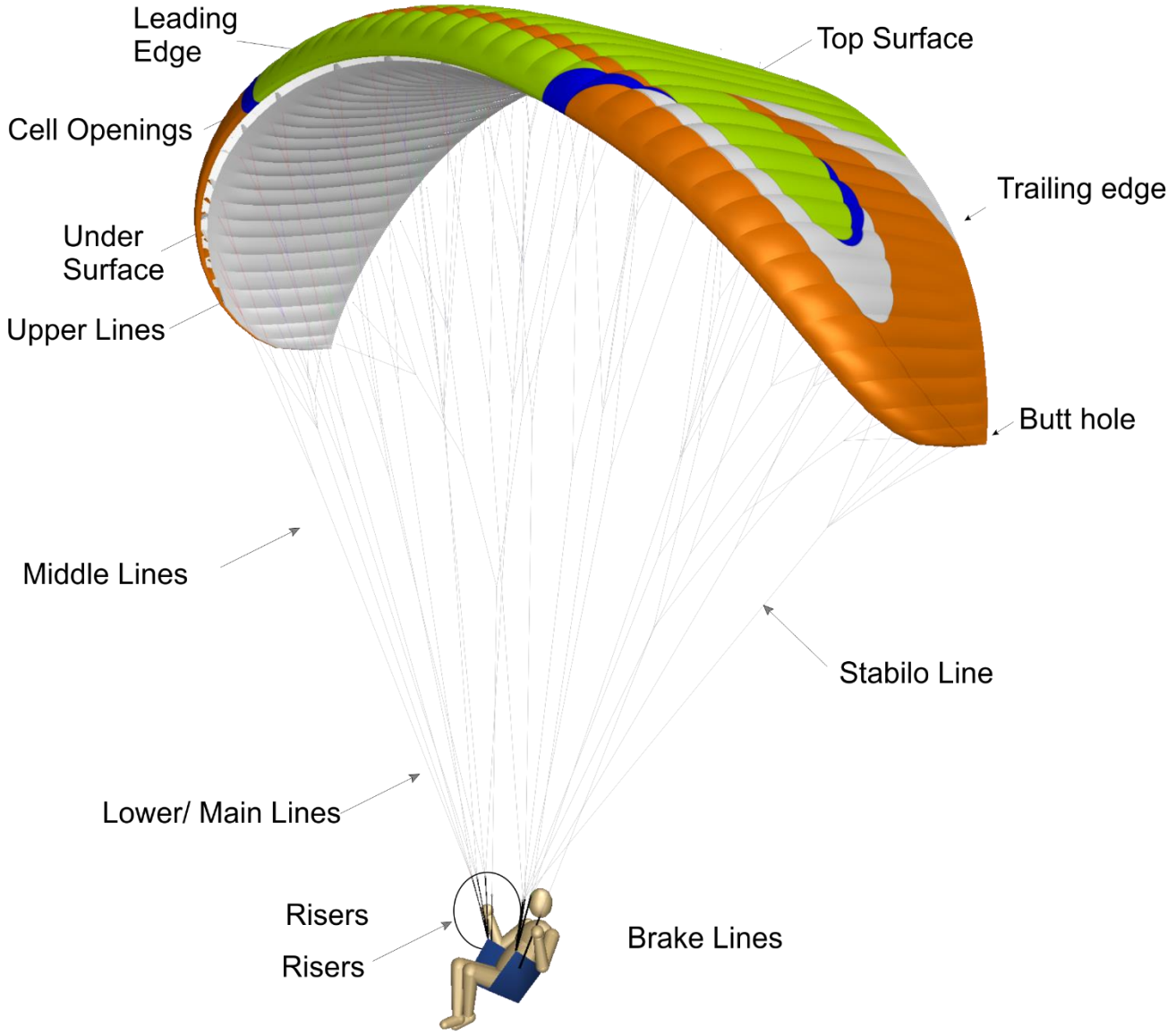
Sizes 32, 39 and 41

NON-ACCELERATED		*TRIMMERS OPEN*	
A	400mm	A	400mm
A1	400mm	A1	427mm
B	400mm	B	482mm
C	400mm	C	510mm

*Difference should not be more than +/- 5mm



OVERALL ILLUSTRATION



CANOPY	FABRIC CODE	SUPPLIER
Upper surface	Skytex 38/32	Porcher Industries - France
Bottom Surface	Skytex 32	Porcher Industries - France
Supported Ribs	32 hard	Porcher Industries - France
Unsupported Ribs	32 hard	Porcher Industries - France
Leading Edge Reinforcement	2.5/1.8/ Plastic pipe	Porcher Industries - France
Thread	210D/3, 420D/3	Coats Thread - Thailand
SUSPENTION LINES	FABRIC CODE	SUPPLIER
Upper Cascades	PPSL 160/120	LIROS GmbH - Germany
Middle Cascades	PPSL 200/160	LIROS GmbH - Germany
Main Lines	7343-420/280	EDELRID - Germany
RISERS	FABRIC CODE	SUPPLIER
Shackles	Maillon Rapide	ANSUNG PRECISION - Korea
Riser Webbing	12mm zero stretch polyester webbing	Guth&Wolf GmbH - Germany
Pulleys	Riley Pulleys	L.W. Riley PTW LTD - Australia

MATERIALS

In case of any doubts regarding the information in the manual contact your FLOW PARAGLIDERS dealer.
For spare parts or information in how to obtain them get in contact with us directly or with your local dealer.

Flow Paragliders PTY LTD. 5 Shorehaven Place, Varsity Lakes, QLD, 4227, AUSTRALIA – Tel: +61 414 966 092 – info@flowparagliders.com.au

LINE MEASUREMENTS

The overall length (riser lines + mid lines + upper lines) has to be checked under 5Kgs of tension.

Dimensions given in the user's manual was checked by the testing laboratory

BRIDLE CHECK LENGHTS:

Panorama 39

	A	B	C	D	E	Brake
1	8672	8585	8615	8780	8840	9505
2	8595	8500	8525	8685	8745	9155
3	8626	8540	8575	8740	8790	8900
4	8610	8520	8560	8725	8780	8780
5	8530	8445	8485	8640	8685	8595
6	8510	8430	8475	8625	8665	8465
7	8540	8475	8520	8675	8710	8405
8	8385	8335	8385	8460		8440
9	8245	8210	8255	8330		8350
10	8105	8095	8145	8215		8295
11	8005	8010	8065	8135		8265
12(STABILO)	7810	7765	7810	7880		8145
13(STABILO)	7670	7710	7770			8115

Panorama 41

	A	B	C	D	E	Brake
1	9016	8929	8969	9120	9185	9890
2	8933	8838	8870	9022	9083	9525
3	8969	8880	8921	9079	9136	9256
4	8930	8857	8900	9063	9120	9130
5	8853	8779	8818	8970	9021	8941
6	8831	8756	8800	8957	9005	8806
7	8860	8802	8857	9011	9052	8750
8	8692	8660	8715	8796		8783
9	8552	8531	8583	8655		8688
10	8410	8409	8462	8540		8630
11	8304	8323	8379	8455		8600
12(STABILO)	8124	8080	8120	8195		8500
13(STABILO)	7977	8020	8075			8445

LINE TYPES

Name	Manufacturer	Name	Manufacturer	Name	Manufacturer	Name	Manufacturer	Name	Manufacturer	Name	Manufacturer
a1	PPSL 160	b1	PPSL 160	c1	PPSL 160	d1	PPSL 120	e1	PPSL 120	br1	DSL70
a2	PPSL 160	b2	PPSL 160	c2	PPSL 160	d2	PPSL 120	e2	PPSL 120	br2	DSL70
a3	PPSL 160	b3	PPSL 160	c3	PPSL 160	d3	PPSL 120	e3	PPSL 120	br3	DSL70
a4	PPSL 120	b4	PPSL 120	c4	PPSL 120	d4	PPSL 120	e4	PPSL 120	br4	DSL70
a5	PPSL 120	b5	PPSL 120	c5	PPSL 120	d5	PPSL 120	e5	PPSL 120	br5	DSL70
a6	PPSL 120	b6	PPSL 120	c6	PPSL 120	d6	PPSL 120	e6	PPSL 120	br6	DSL70
a7	PPSL 120	b7	PPSL 120	c7	PPSL 120	d7	PPSL 120	e7	PPSL 120	br7	DSL70
a8	PPSL 120	b8	PPSL 120	c8	PPSL 120	d8	PPSL 120			br8	DSL70
a9	PPSL 120	b9	PPSL 120	c9	PPSL 120	d9	PPSL 120	Dmain	A7343-280	br9	DSL70
a10	PPSL 120	b10	PPSL 120	c10	PPSL 120	d10	PPSL 120			br10	DSL70
a11	PPSL 120	b11	PPSL 120	c11	PPSL 120	d11	PPSL 120	st1	PPSL 120	br11	DSL70
a12	PPSL 120	b12	PPSL 120	c12	PPSL 120	d12	PPSL 120	st2	PPSL 120	br12	DSL70
a13	PPSL 120	b13	PPSL 120	c13	PPSL 120					br13	DSL70
						D1	PPSL 160	STM	A6843-160		
						D2	PPSL 160			BR1	PPSL 120
A1	PPSL 200	B1	PPSL 200	C1	PPSL 160	D3	PPSL 160			BR2	PPSL 120
A2	PPSL 200	B2	PPSL 200	C2	PPSL 160	D4	PPSL 160			BR3	PPSL 120
A3	PPSL 160	B3	PPSL 160	C3	PPSL 160	D5	PPSL 160			BR4	PPSL 120
A4	PPSL 160	B4	PPSL 160	C4	PPSL 160	D6	PPSL 160			BR5	PPSL 120
						D7	PPSL 160			BR6	PPSL 120
AI	A7343-420	BI	A7343-420	CI	A7343-280	D8	PPSL 160				
AII	A7343-420	BII	A7343-420	CII	A7343-280	D9	PPSL 160			BRI	PPSL 200
AIII	A7343-280	BIII	A7343-280	CIII	A7343-280					BRII	PPSL 200
						DI	A7343-280			BRIII	PPSL 200
						DII	PPSL 160				
						DIII	PPSL 160			BRI	7850X-240

CERTIFICATION

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 555 65 65
Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Paraglider inspection certificate

Inspection certificate number: **PG_1263.2017**

Manufacturer data

Manufacturer name:	**Flow Paragliders PTY LTD**
Representative	**Felipe Rezende**
Street:	**1/24 Clyde Road**
Post code / place:	**Dee Why 2099 NSW**
Country:	**Australia**

Sample data

Name:	**Panorama**	Size:	**41**
Min weight in flight [kg]:	**120**	Max weight in flight [kg]:	**212**
Weight [kg]:	**6.7**	Number of seat:	**Two-seater**
Sample load serial number:	**TDT-41170701A**	Date of reception:	**16.06.2017**
Sample flight serial number :	**TDT-41170601B**	Date of reception:	**16.06.2017**

Test report summary	Result	Place	Date of test
71.8.3 | Shock loading test:	**POSITIVE**	Yverdon(airport)	**11.07.2017**
71.8.3 | Sustained loading test:	**POSITIVE**	Yverdon(airport)	**11.07.2017**
71.8.2 | Flight test:	**B**	Villeneuve	**13.07.2017**
71.4.3 | Measurement:	**POSITIVE**	Villeneuve	**08.08.2017**
71.6.3 | Line bending test:	**POSITIVE**	Villeneuve	**16.11.2017**

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**02.01.2018**
Managing Director:	**Alain Zoller**
Signature:	

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable)

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2.60-14 / 2.261-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71. 8.2, 71.8.3, 71.4.3, 71.6.3
(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

Flow PARAGLIDERS

PANORAMA

AIR TURQUOISE SA | PARA-TEST.COM

paragliding by air turquoise

Class: **B**

In accordance with standards
EN 926-2:2013, EN 926-1:2015 & LTF 91/09: PG_1263.2017

Date of issue (DMY): 02. 01. 2018

Manufacturer: Flow Paragliders

Model: Panorama 41

Serial number: TDT-41170601B

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	212	Range of speed system (cm)	0
Minimum weight in flight (kg)	120	Speed range using brakes (km/h)	14
Glider's weight (kg)	6.7	Range of trimmers (cm)	10
Number of risers	4	Total speed range with accessories (km/h)	19
Projected area (m2)	35.2		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	ABS	every 24 months or every 100 flying hours
Harness brand	Advance	Warning! Before use refer to user's manual
Harness model	Bi pro 2	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	44	
Distance between risers (cm)	55	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
B	A	B	A	0	0	A	A	A	B	A	A	B	B	A	A	A	A	0	A	0	A	0	□

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