



user manual



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NOTE!

Please read this manual before your first flight

IMPORTANT:

Remember to fill in and send us the registration card, sewn on to the trailing edge of the paraglider. When we receive it, we will send you the Warranty or AeroCasco confirmation (whichever you choose). You will also receive some small gifts along.

The confirmation will allow us later to identify the paraglider, to categorise it in its proper insurance group and to determine the insurance expiry date.

Also, the confirmation will be useful in future, in case of selling the paraglider (it will allow the new owner to keep all the benefits).

NOTE! If you are not the first owner of the paraglider, you should send us the registration confirmation together with a copy of previous users' logbooks (total of flying hours) within 14 days from the date of purchase, in order to be able to keep the warranty.

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1. INTRODUCTION

CONGRATULATIONS!

We are pleased to welcome you among the growing number of Dudek Paragliders pilots. You've become a proud owner of state-of-the-art Plasma paraglider. Extensive development, application of the most modern methods and thorough testing make the Plasma a user-friendly paraglider, offering the pilot a lot of fun combined with great performance.

We wish you many enjoyable and safe flying hours.

DISCLAIMER

Please read this Manual carefully and note the following details:

- The purpose of this Manual is to offer guidelines to the pilot using the Dudek Plasma wing and it is by no means intended to be used as a training manual for this or any other paraglider in general.
- You may only fly a paraglider when qualified to do so or when undergoing training at an accredited School or with an Instructor.
- Pilots are personally responsible for their own safety and their paraglider's airworthiness.
- The use of this paraglider is solely at the user's own risk! The manufacturer and distributor do not accept any liability connected with this activity.
- This paraglider on delivery meets all the requirements of the EN 926-1 and 926-2 regulations. Any alterations to the paraglider will render its certification invalid.

NOTICE

Dudek Paragliders warns that due to the constant process of development the actual paraglider may differ slightly from the one described in the manual.

2. THE WING

WHO SHOULD FLY Plasma?

You are a good pilot and you like to compete. You are looking for a top performing wing, while preserving considerable stability and passive safety. You are fond of reflex-aerofoil characteristics, especially its speed and tuck-resistance - so in short, Plasma is a paraglider for you!

2.1 DESIGN

Plasma is a reflex-aerofoil paraglider for experienced pilots looking for maximum performance available. Nevertheless we worked hard in order to obtain passive safety level comparable to that of our other reflex wings, so that Plasma doesn't differ from Plasma in behaviour. Despite its higher aspect ratio and shorter brake travel pilots of advanced free-flying wings won't be much troubled either, only people so far flying classic (i.e. non-reflex) PPG wings will have to get used to it.

While designing it we put a lot of effort into flight safety, pleasant handling, good performance and wide speed range, so that it will satisfy a great many pilots. In many prototypes leading to final Plasma version we have tested several airfoils based on our own Dudek Reflex Airfoil. Often we tried to decrease its stability in order to achieve take-off and handling, but invariably we ended with worsened safety at full speed with little improvement elsewhere.

We feel safe to declare the Plasma to be the best wing available in its class.

The fundamental feature of a good PPG wing is its great stability and tuck-resistance. A good PPG wing must be a very stable and tuck-resistant craft. When this is achieved, the user does not have to concentrate all the time on piloting, thus saving energy for navigation, taking pictures or simply enjoying the flight. In addition the faster and safer your paraglider is, the more often you can fly.

While the Plasma was designed to retain all the features of a conventional paralider, the application of a reflex aerofoil section added several new qualities. First of all, using that profile means that the wing stability does not depend exclusively on the pilot's weight and actions. It maintains its own pitch attitude, rising and falling through thermals while remaining stable above your head, without need for so much pilot input.

Generally speaking the reflex profile is a special kind of aerofoil section. The specific static pressure distribution creates a situation where at low attack angles, only the wing fore part (some 60% of the chord) is producing lift, while the rear 40% of the chord creates an effective stabiliser against excessive decrease of the attack angle.

The trimmer system allows you to considerably raise the rear part of the airfoil, thus effectively reducing projected chord and surface area by some 30%, giving the paraglider a higher wing loading and increased speed without change in the angle of attack.

The centre of pressure also moves forward, adding enhanced pitch stability. Such a shift of loading gives the wing exceptional tuck-resistance and increases projected aspect ratio, resulting in much better flight data, especially at full speed. Should you require more lift at lower speeds, the rear section can be pulled down to restore a full airfoil, effective along the whole chord.

Piloting the Plasma actually reminds one more of flying a conventional powered aircraft than a paraglider.

Below we will try to give you a closer look at some of the remarkable Plasma features.

2.2 CONSTRUCTION

Plasma's canopy was designed in our Canopy Shape Guard system, comprising many elements resulting in exceptional coherence and stability of the shape. Below you will find a short description of CSG subsystems.

The Plasma has an elliptical planform with slightly rearward swept tips. Every second cell is divided in three, with ribs additionally supported by diagonal **VSS** (V-shaped supports) system. Such arrangement ensures a smooth top surface, exact aerofoil reproduction across the entire wingspan and yet more importantly, minimal number of suspension points.

The lower surface has a **RSS** (Reinforcing Strap System) applied in the wing's interior. RSS is an ballooning-independent reinforcements system made entirely of paragliding fabric, effectively stiffening and stabilizing the canopy.

Plasma' aerofoil is another product of our Dudek Reflex Airfoil technology. It was calculated with our previous experiences in mind and thoroughly tested with numerical methods

The suspension points areas are additionally reinforced with laminated fabric so that loads are equally distributed on three planes: vertically (with the ribs), diagonally (with VSS system) and level through RSS.

All crossports have been prepared using **OCD** (Optimised Crossports Design) technology. Carefully designed shapes of the openings and their optimal placement between stress lines guarantee efficient pressure distribution in the canopy and its quick inflation. These openings are scaled together with the ribs, so that their replicability is flawless and they do not disturb the aerofoil in any way.

The Plasma' leading edge is closed to airflow, and its precise shape is supported by reinforcements of laminated fabric.

Cell openings are positioned on the undersurface in the vicinity of leading edge. Their position was chosen very carefully, so that they got maximum ram effect in possibly many flight situations. In several places the leading edge features our **CCS** (Closed Cell Structure) system – this is a number of closed cells in most important locations. It's goal is to hinder the backflow from the cells out and thus to facilitate their refilling and canopy recovery in case of a collapse.

Each wingtip consists of four additional cells creating stabilizers. They maintain correct tension of the canopy, improve directional stability and play important role in keeping your turns efficient and even. In the very tips there are cleaning slots, placed there for easy removal of dirt from inside the wing.

Careful selection of modern fabrics and design solutions brings about great strength and durability of the Plasma. All materials used come from marked production batches, and each production step can be verified down to identification of specific worker and controller.

Fabric

Each kind fabric has its unique features and characteristics. We composed them so that their interplay creates a perfect blend.

The Plasma' upper surface is made of Porcher Skytex 45 Evolution fabric (formerly named Aquatic), perfectly proven in our earlier wings. Basically it's a nylon material covered with superb E85A impregnate, introduced into mass production in January 2002 after a series of extensive laboratory and real flying tests. Such covered fabric is not very stiff and - what's most important - has increased tear, stretch and UV resistance. It is not siliconed, so minor repairs can be easily made with self-adhesive strips.

The lower surface is made of Skytex 40 Classic with E38A impregnate. This fabric has a great weight/resistance ratio and is one of the greatest Porcher successes in providing proper materials for the paragliding industry.

The ribs must be as rigid and stretch-resistant as possible. We found these qualities in Skytex 40 Hard with E29A impregnate. All reinforcements are made of SR-Scrim.

Rigging system

Most of Plasma's rigging is sheathed by a coloured polyester layer which is covering brownish Technora core. Low number of lines required such composition, featuring high strength and stretch-resistance.

The rigging system consists of individual lines with stitched or plaited loops at each end.

The upper level (gallery) lines start at the attachment points. Lines of this layer are gathered by middle layer lines. These in turn connect by twos or threes to the main suspension lines, which are attached to the risers with triangular quick links (maillons). To prevent their slipping off, the lines are kept together with a rubber 'O ring'. All the maillons are made of corrosion resistant, polished stainless steel, ensuring excellent strength and durability.

Brake lines run from the trailing edge through consecutive cascades to the main steering lines, which are lead through pulleys connected to the rear risers and then fixed to the brake handles.

Steering lines do not carry any load until the brakes are applied. Some of the upper layer steering lines are additionally led through rings sewn into the trailing edge. Because of this feature the trailing edge is shortened on application of the brake, so that steering becomes lighter and more effective.

All the lines are distinguished with colours depending on their strength and diameter as follows:

- 2,3 mm; strength: 420 daN; colour: celadon (willow green),
- 1,8 mm; strength: 280 daN; colour: red and orange (the latter for pulling big ears),
- 1,5 mm; strength: 190 daN; colour: violet,
- 1,3 mm; strength: 140 daN; colour: green,
- 1,2 mm; strength: 90 daN; colour: blue.

(given colours are subject to slight changes).

In order to reduce overall drag there are unsheathed lines in the upper layer, with 45 or 80 daN strength.

The risers

For the Plasma we have chosen four-way risers equipped with:

- **ELR** (Easy Launch Riser) system. This is an specially marked A rises (gold ribbon)
- speed-system affecting A, B and C risers when engaged,;
- trimmers of red band with visible scale (red – slow and blue – fast trim setting), designed for quick and easy replacement in case of deterioration;
- two levels of the pulleys, to be used depending on the hangpoint
- Tip Steering Toggle system (see details on pages 10).

For quick and easy recognition in emergency, some of the risers are distinguished with coloured band as follows:

- A - gold (used for launching)
- A' - blue (used for big ears)

- B - red (used for B-stall)
- D - grey (needed to keep the glider down in strong winds or interrupting the launch).

Main A row suspension lines connect to an A riser (gold) and A' (blue). B and stabiliser lines go to B riser (red), C lines (black) go to C riser, and D lines to D riser (grey), which through pulleys keep the steering lines too.

Brake handles are attached to the steering lines at optimal places, guaranteeing safe and effective operation. On the main brake lines there are two points marked, higher and lower, to be used depending on the harness hangpoint. On adjusting the steering lines see chapter 3.1.

Our newest brake handle used in Plasma besides its robust yet light design features:

- **DCT** (Double Comfort Toggle) system,
- **EK** (Easy Keeper) system - look below

3. FLIGHT OPERATION

3.1 STEERING LINES AND SPEED SYSTEM ADJUSTMENT

We strongly advise following actions to be supported by an instructor or at least an experienced pilot.

A brand-new Plasma has its steering lines positioned for powered flight in high hangpoint configuration.

The risers of the Plasma are shorter than in most paragliders, so the differences in hangpoints present somewhat smaller problem. Still, there are two sets of pulleys prepared, higher and lower (see risers scheme on page 37). Also on the main steering lines there are two spots marked for brake handles to be accordingly fixed.

When flying with lower hangpoints (or free-flying) the brake lines are to be run through the higher pulleys only, and the brake handles should be positioned at higher marks, thus shortening the brakes in general. The rule is simple - higher hangpoints require longer brake lines, lower hangpoints require shorter lines.

Before you take your Plasma on powered flight, we strongly advise to try out everything first. Hang up the entire PPG unit with ropes, sit in the harness and have someone pull up the risers. You must make sure that in flight you will always be able to reach the brake handles, even if the airflow blows them away.

While being suspended in this way, you have a perfect opportunity to adjust

the speed system too. The speedbar should not be pulling pull its lines (and risers) when it is not applied. Neither should it be too loose, for it could catch the propeller then.

An additional way to check the whole configuration out is to visit take-off site in steady winds. With the engine off, fill the wing and take it up over your head. When it stabilises, check that the brakes are loose and are not pulling the trailing edge. There should be a spare inch or so before they activate. Remember that it is always safer to set the margin of play too big than too small. And, most important, the setting must always be symmetrical.

3.2 FREE FLIGHT (no power unit)

Although the Plasma according to its design book is a fast PPG wing, it behaves surprisingly well as a classic paraglider too and can be used as such without any changes.

The essential difference between Plasma and classic paragliders means is due to its increased tuck-resistance (both during start and flight) and greater speed range it can be safely flown in strong conditions. Generally (and paradoxically from traditional point of view) the faster you fly, the safer is your flight.

3.2.1 TAKE-OFF

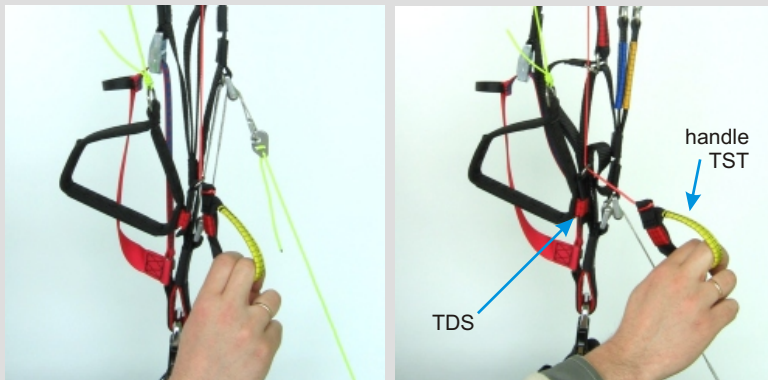
In case of **classic launch** we recommend that after laying out the wing all lines be taut, without unnecessary play. The Plasma is pulled up with A risers only. The optimal trim setting is "0" (when launching for powered flight) or fully closed (when launching free-flight). Applying steady pressure on the A risers move forward. The wing practically does not overshoot, so the front collapses that otherwise happen quite often at launch, with the Plasma occur rarely. Instead it kind of waits for you to catch up with it.

In case of **reverse launch** we also recommend abovementioned trim settings. Due to lack of overshooting take-off is easy, pilot has only to brake slightly. Reverse launches can be executed without any problems even in weak wind (1,5 m/s).

Caution!

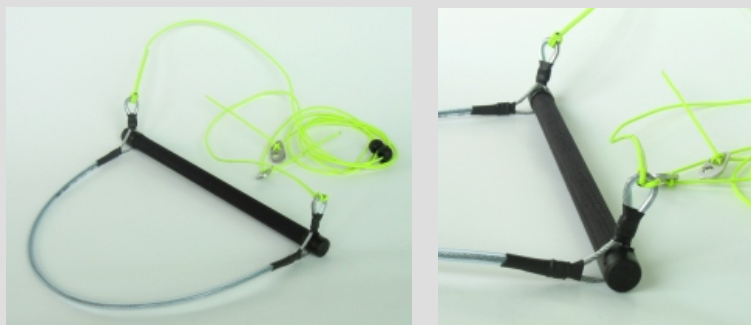
During take-off it is important to keep the risers under pressure until almost airborne. Reflex profile used has an inherent tendency to increase the angle of attack. In effect, Plasma can lag behind the pilot when not pulled up appropriately.

Tip Steering Toggles (TST)



In order to facilitate steering the wing while at maximum speed configuration (opened trimmers and full speed-bar) we've invented our own novel system of controlling the stabilizers. Prior to grabbing miniature TST-handles (Tip Steering Toggles) pilot places the main steering handles in a special Toggle Docking Stations, equipped with strong neodymium magnets. In this way you can comfortably steer the wing via TST handles, not worrying about the brakes getting tangled.

Easy Catch bar



The Easy Catch Bar is a medicine for all those having troubles with finding bar inflight. It is designed so that the bar always remains forward of the lines. The bar itself is very durable – it is going to serve you long.

Double Comfort Toggle (DCT)



DCT: in order to satisfy different needs of our clients we have created a Double Comfort Toggle system. With this solution it is possible to have your brake handles in stiff or soft configuration, with no need to buy another set of toggles and replace them every time. All you have to do now is take out the stiffening rod and there you are - the soft handle is ready to use.

Easy Keeper (EK)



Easy Keeper is the name of our new indigenous way to hold the brake handles at the risers.

The strong neodymium magnets keep them firmly in place, while both attaching and releasing goes smoothly and easily. This idea was developed especially for the PPG dedicated paragliders, for there is often a need to take your hands off the brakes to check or fix things. With Easy keeper you can easily secure the brakes in flight, thus minimizing danger of their contact with the propeller.

3.2.2 FLIGHT

The increased speed range of Plasma may demand some attention. Nevertheless, once you have mastered these additional aspects, flying will become pure pleasure. Good handling will let you make the best use of thermals, and increased speed on glides means that your presence in sinking air will be shorter.

To avoid stalls when braking with slow trims setting (red area), their movement is restricted by the tape sewing. (Note: it is possible to push the sewn tape through the buckle with both hands to replace it, but normal operation range is restricted by said place.

When the trims are fully opened (blue area) the wing becomes faster and stiffer, increasing its stability even more. The brake forces increase too, as well as the distance to the stall point. The radius and

bank angle in turns grow proportionately to the growing brake forces. If the trims are set fast (or fully opened) and the wing is not flown near the ground, a switch to TST steering is advised (see page 10). TST system can be used in all speed system & trim configuration.

Speed system use

Full application of the speed system increases flight speed by some 30%. In contrast to most paragliders it does not decrease wing stability, in fact Plasma seems to counter the turbulence even better than. Still, if you encounter serious trouble, it is advisable to release speedbar. With application of the speed system the brake forces increase considerably, and brake effectiveness decreases. At maximum speed and fully opened trims we strongly recommend steering the wing with TST system. Turns executed in this way will be slightly wider, but strength needed to initiate turn will be smaller and there will be no decrease in speed.

It is strongly recommended that speed system is used with half- or fully opened trims. Engaging speed system with closed trims (red area) can lead to a front stall.

3.2.3 LANDING

With closed trimmers (red area) Plasma lands like any other paraglider. The brake forces, initially low, are growing proportionally, giving ample warning before stalling. Still you should be careful when flying at low speeds until fully familiar with brake operation.

When landing with trims set fast (blue area) may require proportionately more space, as the paraglider has a lot of kinetic energy and careless application of brakes may even cause the wing to climb.

Most pilots get to know the wing relatively fast and quickly gain enough trust to fly it in stronger conditions than they did ever before. Still, you should always be careful when flying low. Remember that Plasma flies faster than ordinary paragliders and sometimes it can be of importance (e.g. when landing on a slope).

After landing in strong wind the paraglider can be safely put down with B risers, or with a strong pull on the rear D risers.

3.2.4 WINCHING

Plasma is not designed for winching. As mentioned before, reflex profile used in the wing has an inherent tendency to increase the angle of attack. While in normal flight such a disposition makes it safer, during winch start it can be dangerous.

Nevertheless, a lot of successful winches on Plasma have been made.

Experience shows that it should only be done with opened trims (blue area).

To sum it up: **winching can be done, but proper attention must be paid.**

3.3 POWERED FLIGHT

CAUTION: Before each start it is necessary to have a thorough check of the wing, harness and power unit.

In powered flight most of the wing characteristics remain as described above (chapter 3.2). Still there is additional information needed, concerning power output, proper matching of the wing/engine/propeller etc.

Dudek Paragliders cannot take responsibility for all possible combinations, but if you contact us we are always ready to help.

First flights

In order to get familiar with your wing we recommend flying with closed trimmers at first (read area), because in this configuration Plasma behaves as a standard wing. Flying like that try pulling the brakes some until you feel resistance, usually it will be at about 1/4 of the range.

Once you feel competent with your wing, you can start experimenting with faster trim settings and speed system. Learn to use all the additional speed and safety of the Plasma.

3.3.1 TAKE OFF

Classic launch with no wind

Even when it seems that there is no wind at all, it is rarely so. Therefore always be careful in determining the conditions, as because in PPG flying it is most important that the launch and initial climb are performed with a head wind (the danger of losing your airspeed while crossing the wind gradient is greatly reduced). Special attention must be paid to trees, power lines and other obstacles, including the possibility of emerging rotors.

Wing preparation

Lay out the paraglider downwind of the power unit, with all suspension lines taut and pointing toward center of the power unit. The risers are to be laid on the ground. Set the trimmers at "0" (see fig. 2). In strong conditions faster settings (blue area) can be advised. Make sure that you warm up the engine while standing windward of the wing. Stop the engine before clipping in the risers.

Now have a quick check if:

- the helmet is on and locked,
- the risers are clipped in the carabiners,
- the trimmers are set,
- nothing will get in propeller's way,
- speed system is running without problems,
- steering lines and handles are free and not twisted,
- engine delivering full power,
- airspace is clear for take off.

When you are sure everything is OK, you can clip in the wing and execute launch as described in paragraph 3.2.1.a.

From now on you should steer the paraglider facing forward, without looking back over your shoulder (when the wing is low behind you, turning can cause some lines to get in the propeller). Also, possibly falling on your back and the propeller is dangerous (and costly!) so this should be avoided at any price, even that of some damaged lines!

During launch, when you feel that the strain on both risers is equal, open up full power and lean back to counter the engine thrust, so that it can push you forward rather than to the ground. The best option is not to use the brakes, allowing the paraglider to rise as it was laid out. If it starts to swerve from its course, just pull the opposite riser and run under the centre of the wing while preserving starting direction. If the wind suddenly weakens, give a stronger pull on the risers.

If the paraglider drops to one side or back too far to be lifted again, kill the engine, interrupt launch and check the conditions once again.

As the wing rises, the forces grow lighter and it should stabilise above your head without overshooting. This is the best moment to check if it is inflated well and the lines are not tangled, but do it without stopping nor turning. If you feel the forces on the risers decrease, run faster and let go of the risers. See whether there is any opposition on the brakes and, if necessary, use them to correct direction or to increase lift at take-off.

Remember:

- If the cage of your power unit is not stiff enough, the risers strained during launch can deform it to the extent of collision with the propeller. Before giving it full power, check that the cage does not catch any lines.
- Any brake operation (or steering inputs in general) should be smooth and gentle
- Do not try to take off until you have your wing overhead. Hitting power before that can cause dangerous oscillations
- Do not sit in the harness until you are sure you are flying!
- The faster the trim setting is, the more brake input is required to take off
- The lower the hangpoints of your power unit are, the easier is the launch.

Reverse launch in strong wind

Reverse launch can be executed holding in one hand both A risers and one brake, throttle and the second brake in the other hand. With a decent wind it is by far the best way. In weaker wind it is better to prepare a classic launch, as running backwards with an engine on your back is not an easy thing to do.

It is reasonable not to pull the wing up until you are really determined to launch, especially when it is clipped in.

Lay down the rolled paraglider with the trailing edge facing the wind. Unfold the wing enough to find the risers and check that no lines are looped over the leading edge. Stretch the risers against the wind, separating the left and right one.

We suggest that you lay the risers in the same way as you will be turning during a reverse launch, and place one riser over the other, with the rear risers upmost. It should be done this way because once you clip in, the cage of your power unit will make turning on your own impossible.

Now run the pre-launch checklist.

After warming up the engine put the power unit on, turn to face the wing, go to the risers and clip them in the appropriate carabiners.

Pulling on the front and rear risers open the cells. It is a good idea to pull up the wing briefly in order to check that the lines are not tangled.

Holding the risers, brakes and throttle as described above, pull the front risers and raise the paraglider over your head. On most occasions you will not have to brake it, especially if the trimmers are set for fast flight (blue area). Perhaps it does not agree with our experience, but this is the way the reflex profile works. When the trimmers are opened (set above "0"), the Plasma profile stabilises the wing and does not allow it to surge forward. It can even stay back a little - in such case pull the brakes a little and the glider will come forward.

Once you have it overhead, turn around, open the throttle and take off. As with the classic launch, in this case too you have to find such combination of trimmers, brakes and throttle settings that will give you the best speed and rate of climb.

Remember:

- You are launching with your hands crossed. You have to really master this technique before trying it with a running engine on your back
- Any brake operation (or steering inputs in general) should be smooth and gentle
- Do not try to take off until you have your wing overhead. Hitting the gas pedal before that can cause dangerous oscillations
- Do not sit in the harness until you are sure you are flying!
- The faster the trim setting is, the more brake input is required to take off

When clipping in the crossed risers, you can find proper connection of the speed system particularly hard. Be careful not to confuse the risers!

Climbing

Once you took off safely, continue heading against the wind, using brakes to correct rate of climb. Do not try to climb too steeply - attempts to increase climb rate by pulling the brakes will have an adverse effect - due to the additional drag actual rate of climb will worsen, and with the throttle fully open even a stall can happen.

In powered flight the Plasma behaves more like an aeroplane than a paraglider, and it is good idea to think about it in this way. If there are no obstacles present, it is by far safer (and more impressive for the spectators) to fly level for a while after take-off and gain some speed before converting it to height with a brief pull on the brakes.

Another reason not to try climbing too steeply is the risk connected with engine failure at low altitude. Although the Plasma in a steep climb does not stay back so much as conventional paragliders do, the low speed is more likely to cause a

stall. Besides, you should always be able to land safely in case of engine malfunction, so it's better not to take unnecessary chances, and better to fly with a safe margin of speed.

Depending on the power unit geometry, it is possible that after take-off you will notice a propeller torque (turning moment). It will try to turn you around, so be prepared for counter-steering with a brake or harness cross-bracing. If it happens during steep climb on slow trim and full power, beware of the stall possibility.

Due to typical PPG feature - considerable vertical distance between thrust axis and wing chord - the range of safe power operation is closely connected to your skills and equipment.

Power-unit induced oscillations

Certain configurations of engine weight, output and propeller diameter can cause serious oscillations, during which the pilot is lifted to one side by the torque effect, swings down due to his weight, then is lifted again and so on.

To avoid this you can:

- change the throttle setting and/or
- adjust the cross bracing to counteract the torque, if there is one
- present and/or
- shift yourself to the other side of the harness and/or
- change the trimmer setting.

The best method is to fasten opposite cross-bracing, or apply some weight-shift. Such oscillations usually occur at full power - the greater the engine output and propeller diameter, the bigger the swings. In addition there are often too late or wrong pilot reactions, increasing the trouble instead of solving it. In any case the safest way to deal with this question is to close the throttle and release the brakes. Especially less-experienced pilots tend to overreact. It is called a pilot-induced oscillation, and proven solution is to leave the brakes alone.

3.3.2 LEVEL FLIGHT

Once you have gained safe height after take-off and wish to go for a route, you can turn onto the right direction, fully open the trimmers and let off the brakes. If the conditions are turbulent it can look foolhardy, but it is the feature of the reflex profile - the faster you fly, the more stable is your Plasma. That's why you really can confidently release the brakes and enjoy your flight.

CAUTION: Some pilots with previous free-flying experience may have a well-grounded habit of keeping the brakes slightly applied at all times. Such a technique, while quite reasonable on a free-flying wings as it allows for quick pilot reactions and decreases sink, is not advisable on reflex-profile wings. When you pull the brakes, the Plasma profile loses its self-stabilizing features.

If you happen to have a variometer or altimeter aboard – watch it. In level flight it is very easy to start climbing unintentionally. The instruments will help you optimise speed and fuel economy. Of course each flight will depend on current configuration of your gear, but thanks to its ability to fly safely without constant piloting the Plasma will let you adjust everything to the best effect.

Good knowledge of weather conditions (e.g. wind at different altitudes) and intelligent use of thermals, convergence and other kinds of lift will help you greatly reduce fuel consumption and increase flight range.

Of course the engine is always there to bring you in the right place. Do not hesitate to lead the Plasma into tight thermalling then, and you will be surprised how efficient it is. Possible shortening of the trimmers will make the climb ratio even better.

Trimmers and speed-system operation

The reflex wing section enables the Plasma pilot to use a wide range of trimmers and speed-system action. You are free to experiment with all possible settings, as long as you are on safe altitude.

Fully opened trimmers (blue area) increase the speed and stability of the wing, and with it also its ability to cope with turbulences and overall penetration. As forces on the brakes grow at high speeds, the weightshifting or steering with TST system becomes increasingly effective. Turns executed in this way are slightly wider, but needed steering force will be smaller and airspeed will not decrease.

With slow trimmer settings (red area) there is an improvement in sink and steering forces diminish, so exploring the thermals becomes possible.

Worth noting is Plasma's impressive speed range - the maximum speed is over three times greater than its stall speed.

Study drawings of trimmers and speed-system setting, as well as their influence on the wing shape.

Independent of the current wing configuration and speed, turns can be much tightened and more effective with differential brake operation. Slight use of the outer brake (with considerable amount of the inner one) will diminish the

loss of lift during turn. Turns can be much improved by additional use of throttle, speed-system etc. as well. Once with growing experience you will master these techniques, you will be able to execute fully coordinated and effective turns, that will bring to mind the aeroplane handling.

Remember:

- Trimmer setting is another part of the pre-start check list!
- If it will be asymmetric, the wing will be turning all the time. And if you will inadvertently set them off, the reflex profile of the Plasma will keep the wing level, so after opening the throttle you'll start to descend with increased speed instead of climbing.

3.3.3 LANDING

In PPG flying there are two kinds of landing: with and without power.

Power off landing

At an altitude of 50 metres switch the engine off and start gliding as on a conventional paraglider. It reduces the chances of damaging the propeller on landing, but on the other hand there is only one attempt possible - so it has to be done right!

With or without power Plasma better copes with turbulence on open trimmers (blue area). So, if the conditions are rough, it is better to make an approach with greater speed, plan a lot of space (as for a hangglider) and wear that speed off before touching down. Plasma preserves the energy well, so there is a long float necessary to exchange the abundant speed for lift.

If the landing field is not big enough and you have to land on the spot, we advise you to set the trimmers in red area. It will increase lift coefficient of the wing, simultaneously decreasing its sink rate and speed.

Such an action is especially important when flying with high surface loading.

Landing with power on

Make a flat approach with the engine idling, then level out and lose the speed before final flare. Immediately after touchdown switch off the engine.

The main advantage of this procedure is of course the possibility of a repeated approach in case of any misjudgement. Still, if you forget to switch off the ignition before the wing falls down, there is a considerable risk of damaging propeller, catching lines in it or even suffering injuries connected with falling on your running engine.

Remember:

- If possible, get to know your landing area before take-off.
- Whenever possible, get to know the landing field before taking off.
- Check the wind direction before planning the approach.
- Landing with power off requires much less space.
- In case of any doubt, practice the landing until you feel totally safe.

3.3.4 GOLDEN RULES!

- Never place the power unit downwind of the paraglider.
- Check, double check and then check once again if there is no fuel leakage.
- Do you have enough fuel for the flight? It is always better to have too much than too little!
- Check if there is nothing loose in the harness, that could possibly contact the propeller in flight
- Whenever you encounter a problem, fix it AT ONCE however small!
- Always put on and lock the helmet before getting in the harness
- Before each launch run a full pre-flight inspection
- After landing, control the wing facing the direction of flight, as on turning you always risk getting lines in the propeller. Turn only if there is danger of falling on your back
- Do not ask for trouble - do not fly over water, between trees or power lines and other places where engine failure will leave you helpless
- Remember turbulence caused by other gliders or even yourself, especially when flying low
- It is not reasonable to let go of the brakes below 100 meters, because a possible power unit malfunction may require immediate attention
- In general never trust your engine, as it can stop at any moment.
- Always fly as if that's exactly what it's going to do
- Unless it is not absolutely necessary (e.g. collision avoidance), do not USER MANUAL execute tight turns against the torque direction. Especially when climbing you can easily enter a stall and consequent negative spin

- Do not fly at low altitude with a tail wind, as it pretty much narrows your options !
- Do not wait for the problem to grow - any change of engine sound or a vibration can indicate some trouble, or even serious trouble. You'll never know until you land and check it out
- Be certain of your navigation
- Remember that not everyone is fond of your engine noise. Do not scare the animals.

3.4 QUICK HEIGHT LOSS

3.4.1 BIG EARS

In order to get the big ears you have to pull down the outer lines of the A' risers (usually distinguished with blue colour) by about 50 cm.

While inducing big ears you should never never let the brakes out of your hands.

After tucking the tips in, Plasma will continue to fly straight with increased sink rate (up to 5 m/s). You can steer the wing pretty efficiently with weight-shifting.

After releasing the lines, the paraglider will usually open up on its own or you can assist it with a long stroke of the brakes.

For the sake of safety (the possibility of a parachutal stall) it is reasonable to engage speed system after pulling big ears in order to lessen the angle of attack of the wing centre. Executing big ears with open trimmers is very difficult due to the reflex profile stabilisation.

CAUTION! See the PARACHUTAL STALL chapter.

Never try to pull big ears during powered climb, as the increased drag can lead to increase of the angle of attack and a parachutal stall.

Besides, pulling the ears while climbing is pointless anyway.

3.4.2 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 long, as it can place high loads on both pilot and glider. 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 glider with the outer one.

NEVER DO BIG EARS IN A SPIRAL!

In this manoeuvre smaller number of lines is carrying an excessive load multiplied by the centrifugal force, what can lead to damage of the lines or even the paraglider itself (load of a single line can be much higher than passed in certification trials (i.e. 8 G).

3.4.3 B-STALL

To enter a B-stall, simultaneously pull down both B-risers (red tape) by 10 – 15 cm. The wing will collapse across the entire span along its B-row, the airflow over top surface will break and canopy surface will be decreased. Forward movement will be almost completely stopped.

Further pulling B-risers is not advised, as it increases wing instability. If the canopy forms a horseshoe with both wingtips in front of the pilot, gently apply both brakes to recover.

To exit a B-stall, the risers should be released in a smooth and decisive manner.

On quick and symmetrical releasing B-lines the airflow will reinstate and the wing will surge forward, returning to normal flight. In contrast to standard paragliders, in case of Plasma there is no need to counter this surge with brakes - yet another feature of the reflex profile!

CAUTION: see Parachutal Stall.

All rapid descent techniques should be practised in smooth air and only with sufficient height! Full stalls and spins are to be avoided as recovery procedures, since irrespective of paraglider type they may have dangerous consequences!

BY FAR THE BEST TECHNIQUE IS SAFE AND CORRECT FLYING, SO THAT YOU WILL NEVER NEED TO DESCEND RAPIDLY!

3.5 ACRO FLYING

Plasma is not designed to do any aerobatics.

3.5.1 WING OVER

You make a wingover by performing a series of consecutive, alternating turns with growing bank angle. Too much banking connected with some flaws in co-ordination and execution can evoke pretty dynamic collapse.

CAUTION: Steep turn with bank angle over 60 degrees is a prohibited aerobic manoeuvre!

3.6 EXTREME FLYING MANOEUVRES

CAUTION: EXTREME FLYING MANOEUVRES SHOULD ONLY BE CARRIED OUT DURING SAFETY TRAINING COURSE (INSTABILITY TRAINING) UNDER PROPER GUIDANCE!

WHILE PROVOKING OR EXITING REAL SITUATIONS THERE IS A DANGER THAT YOUR ACTIONS WILL PROVE TOO QUICK OR TOO STRONG, SO YOU SHOULD ALWAYS EMPLOY GOOD JUDGMENT, STAY CALM AND TAKE MEASURED ACTIONS.

Since all actions required to exit or prevent dangerous situations on Plasma are typical and pilots flying this wing should already have proper experience, we are going to describe only the characteristic features of Plasma.

Description of standard methods dealing with extreme situations can be found in textbooks.

3.6.1 ONE SIDED COLLAPSE

Even when the trimmers are fully opened or the speed system is engaged, collapses practically do not occur and can be induced only by a very strong turbulence.

Still, if it happens, a corresponding counter-steering is required to keep the Plasma on course. In normal conditions with collapses up to 50% of the wingspan, Plasma will reinflate instantly and spontaneously.

3.6.2 FRONTAL COLLAPSE

The reflex profile of the Plasma makes it practically impossible, especially at higher speeds.

During tests we succeeded in creating this situation only with fully closed trimmers. Such forced collapses were very deep, so recovering required pilot action (short and equal application of both brakes).

3.6.3 FULL STALL AND NEGATIVE SPIN

May occur as a result of serious negligence or intentional action of the pilot. You have to be careful when flying at low speeds until fully familiar with brake operation.

Wing recovers spontaneously in initial phase of stall, otherwise use standard procedures.

3.6.4 PARACHUTAL STALL

Under normal conditions does not occur.

If you want to prevent it happen at all, simply stick to a couple of rules:

- after B-stall, release the risers quickly and evenly. Don't be afraid - Plasma does not jump forward excessively;
- after big ears execution, engage the speed system. This will increase both the sink rate and safety margin, as big ears constitutes an aerodynamic brake with significant loss of speed.

Nevertheless, if such a parachutal stall happens e.g due to strong turbulence, simply apply some pressure to the speed bar and/or push the A risers forward. You can release the trim too.

3.6.5 LINE OVER and CRAVATTE

Plasma is a modern wing which, in order to decrease drag, has fewer suspension lines and greater distance between them. Therefore it's always possible that after a tuck stabiliser 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.

In case of any doubts you should always consider throwing a rescue chute. It is there as a normal equipment part, not just an ornament.

3.6.6 STEERING IN EXTREME SITUATIONS

In case of any malfunction that renders normal steering impossible, you can safely steer and land Plasma using the D-risers (grey marking) or stabilo lines.

4. CANOPY CARE

Looking after your paraglider will prolong the life of your Plasma

4.1 STORAGE

Store the paraglider in a dry place, away from chemicals and UV exposure.

Never pack or store the glider when wet, as it significantly shortens life of the fabric.

Remember that the wing becomes damp even while lying on green grass in full sunlight, as the grass transpires.

A good precaution to avoid dampness and/or UV when you have to wait in a start queue is to use quick-pack after rigging up.

Always dry the glider thoroughly before packing or storage.

While drying, never expose your paraglider to direct sunlight.

To avoid excessive paraglider fabric wear, do not pack it too tightly.

Please note that with frequent playing on a field or a small hill your paraglider will deteriorate more quickly due to its repeated rising, falling and being dragged around.

4.2 CLEANING

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

4.3 REPAIRS

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

4.4 DETERIORATION: A FEW TIPS!

The Dudek Plasma 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 paraglider packed away when not in use. Even when packed in a bag, it should not remain in the sun for long.

Plasma' suspension lines consist of Technora inner core and polyester sheath. Submitting them to excessive loads in flight should be avoided, as it can cause irreversible damage.

Keep the paraglider 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 glider, and sharp edges can damage the cloth.

Prevent lines from catching anything, as they can overstretch or tear. Do not step on the lines.

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 material.

Knots can chafe suspension and/or brake lines.

Check line lengths after tree or water landings, as they can stretch or shrink.

A line plan is included in this manual or may be obtained from the dealer when needed. 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, so that water can flow out freely. After a sea landing, rinse the paraglider 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.

Every second year Plasma should undergo technical inspection by the manufacturer or authorised distributor.

5. Technical data

Plasma	25	26,5	28	30
Certification EN	-	-	-	-
Number of cells	70	70	70	70
Surface area (flat) [m ²]	25,00	26,50	28,00	30,00
Surface area (projected) [m ²]	21,75	23,05	24,36	26,09
Span (flat) [m]	12,14	12,50	12,85	13,30
Span (projected) [m]	9,91	10,20	10,49	10,85
Aspect Ratio (flat)	5,90			
Aspect Ratio (projected)	4,52			
Sink rate [m/s]	min = 1,0; trim = 1,2-1,8; max = 3,0			
Speed [km/h]	min = 24; trim = 39-50; max = 67			
Max. cord [cm]	254,00	262,00	269,00	279,00
Min. cord [cm]	51,50	53,00	54,50	56,00
Distance pilot to wing [cm]	808,00	832,00	855,00	885,00
Total line length [m]	457,00	471,00	484,00	502,00
Weight range* [kg]	70-95	80-105	90-120	105-140
Weight [kg]	6,6	6,8	7,1	-
Lines	Technora: 0,5 & 0,8			
	Technora: 1,2 & 1,3 & 1,5 & 1,8 & 2,3			
Fabric	top: SkyTex Aquatic 44 g/m ² (E85A)			
	bottom: SkyTex New 39 g/m ² (E38A)			
	ribs: SkyTex New 39 g/m ² (E29A)			
	reinforcements: Mylar Polyester Scrim 180 ² g/m			
Risers	PASAMON - Bydgoszcz, Poland			

* include equipment: empty engine (without fuel), harness, wing and pilot itself

6. THREE-STAR SECURITY ASSISTANCE ★★★

We are aware that purchase of a new paraglider is a big expense for every pilot. That is why we are offering a security system that will allow you to insure your paraglider against damages. We have introduced Three-star Security Assistance, which includes:



★ Warranty 

Warranty - for each glider

★★ AeroCasco 

AeroCasco - optional

★★★ G. Package 

Golden Package - not available

★ WARRANTY

Dudek Paragliders guarantees free of charge repairs caused by the material or production flaws:

- for the free-flying paragliders warranty covers 3 years or 300 flight hours (depending on what comes first),
- for the PPG paragliders warranty covers 2 years/200 flight hours,
- for the mountain wings (MPG), school or profit users warranty covers 1.5 year/150 flight hours.

If the free-flying paraglider is used for powered flights, every hour spent in the air should be counted as two.

WARRANTY DOES NOT APPLY to any of the following:

- canopy colour fading
- damage caused by chemicals or salt water
- damage caused by incorrect use
- damage caused in emergency situations
- damage resulting from accidents (airborne or otherwise)

WARRANTY IS ONLY VALID if:

- flight is correctly registered in the logbook (incl. marking powered flight for freeflying paragliders)
- the paraglider is used in accordance with the operating manual
- the purchaser has not carried out any repair by him/herself (excl. minor repairs with self-adhesive patches)
- the purchaser has not carried out any modifications
- the paraglider can be unmistakably identified
- the purchaser can prove total flying hours of the paraglider
- the paraglider is inspected according to prescribed timetable

- the purchaser can present warranty confirmation and the paraglider card

We will send you confirmation of the warranty as soon as we receive the registration card, which you will find sewn on the trailing edge of your paraglider. You should remove it, fill it in legibly, sign it and send by registered letter.

When you sell the paraglider, please hand over this confirmation to the new owner, together with a copy of your logbook (and previous owners' logbooks). Only by sending these documents to the manufacturer can the new owner maintain the warranty.

If you are not the first owner of the paraglider, you should send us the warranty confirmation together with a copy of previous users' logbooks (showing total of flying hours from first purchase) within 14 days from the date of purchase. On receiving abovementioned documents, we will send you a new confirmation that will entitle you to all guaranteed repairs within remaining warranty period. If the previous user did not keep any logbook, the warranty becomes null and void, as we are not able to check the paraglider's flying hours.

★★ AEROCASCO

Normal warranty does not cover any repair of damage caused by the user or a third party. As costs of such repair can be considerable, Dudek Paragliders offers an AeroCasco insurance. It covers a one time repair of all mechanical damage, no matter how big, caused by the user or a third party.

The only expenses the purchaser has to pay are shipping costs and the share-of-cost amount (ca. 35 E).

AeroCasco can be purchased for a brand new paraglider (within two weeks from the date of purchase) or within a year from the date of purchase, provided that the paraglider has been inspected by the manufacturer.

NOTE: In case of paragliders used by paragliding schools, the procedure of granting AeroCasco is different. The extent of insurance and general conditions may be different as well.

AeroCasco applies only to damage caused during take-off, flight or landing.

Of course any faults in the material or manufacturing flaws are covered by normal warranty.

In order to be able to receive the AeroCasco repair, following REQUIREMENTS must be fulfilled:

When buying a new paraglider:

- the purchaser must buy the AeroCasco insurance (within Golden Package or individually)
- the purchaser within 14 days from the date of purchase should send a correctly filled registration card (sewn to the trailing edge). After receiving the registration card we will send you AeroCasco confirmation, which must be presented when the paraglider is handed in for the repair. This confirmation will entitle possible new owner to maintain the insurance.

When handing in the paraglider for the repair:

- the purchaser should present AeroCasco confirmation,
- the paraglider's serial number must be identical with that on the registration confirmation,
- the purchaser should pay a fee (as a share of cost – some 35 E).

AeroCasco is valid for one repair only.

There is a possibility of extending AeroCasco for one further year, if no damage occurred during the first year. It can be done provided that the paraglider has been serviced by the manufacturer not later than one year after the date of purchase and the owner has paid the extension fee (according to the price list on the day of servicing).

Remember to include the AeroCasco confirmation when you send the paraglider for servicing.

AeroCasco does not cover any of the following: theft, colour fading, damage caused by incorrect storage or transport, damage caused by chemicals, salt water, and *force majeure*.

★★★ GOLDEN PACKAGE

Golden Package is a combined sales offer of the most wanted gear and services on a fair price. In case of some paragliders, including Plasma, it is not available. For the details on Golden Package consult your dealer or our web page.


7. WHAT HAVE YOU BOUGHT

The Dudek paraglider that you bought should have the following items:

- the paraglider itself (canopy, lines and risers)
- transport bag (with compression strap)
- MotoBag - specialised double function backpack
- a speed system with Easy Catch bar
- a windsock
- a pocket with paper work and repair wallet including:
 - A 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 have to be repaired by an authorised service
 - A looped and stitched suspension line longer than the longest line used in the paraglider that is to be used as a temporary replacement. Do not cut it if you have to replace a shorter line, just tie it at the length needed
 - A paraglider passport with entered date of purchase and valid technical inspection (please check the serial number with the sticker on the wing tip)
 - The User Manual you are reading
- Small gifts.

Remember to fill in and send us the registration card, which is sewn on to the trailing edge of the paraglider.

MotoBag



MotoBag is a dedicated solid backpack for PPG wings, made of proven Cordura fabric. Simultaneously it doubles as a quickpack if necessary.

Beside comfortable shoulder straps to hold it traditionally on your back it has side handles too, so that you can carry it like a suitcase when needed.

After turning it inside out it becomes a quickpack that will shelter your unfolded wing when you are in a hurry.

SUMMARY

If you respect the rules of safe flying and proper glider care, you will enjoy many years of pleasant airtime. Still, you must be aware of possible dangers and face them wisely. You must accept the fact that all air sports are potentially dangerous and your actual safety depends solely on you.

We insist that you fly safely, and this concerns both the weather choice and safety margin during all manoeuvres.

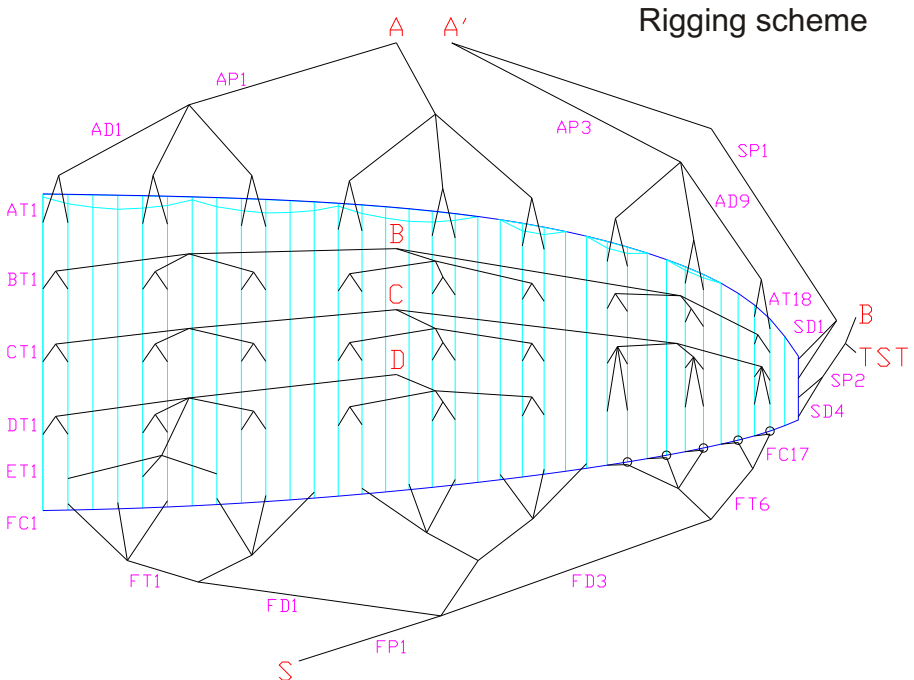
**FLYING THE PARAGLIDER IS ALWAYS YOUR OWN RESPONSIBILITY.
SEE YOU IN THE AIR!**

8. RIGGING TABLES

Lengths are measured with a specialised, computer-operated device. All lines are stretched with a 5 kg load before cutting. Thanks to the abovementioned device and proper procedures, final tolerance of line lengths does not exceed 0.15%.

- XP - main suspension line of x row,
- xD - secondary line of x row,
- xT - third level of x row (near the canopy),
- FC - fourth level of steering lines (near the canopy).

CAUTION!!! 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 (EP1), which is looped only at the upper end, while there is 20 cm left on the lower end for fastening brake handle (this means 30 cm extra is needed).



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Lines	A Row			B Row			C Row				D Row			E Row		Steering lines				Stabilizer			
	AT	AD	AP	BT	BD	BP	CT	CD	CP	CP	DT	DD	DP	ET	ED	FC	FT	FD	FP	SD	SD	SP	
1	580	3050	3910	575	3035	3880	580	2480		4515	585	2575	4535	2015	1260	1605	1380	3260	2750			435	6350
2	550	2985	4230	545	2975	4225	540	2395		4670	545	2490	4730	1925		1440	1055	2985				450	6160+
3	560	3015	4850	560	3005	4955	565	2445		5060	570	2540		1960		1340	1160	3295				425	+245
4	555	2675		555	2645		560	2265			565	2310				1555	1025					450	
5	540	2625		540	2600		535	2200			545	2240				1470	620						
6	555	2660		555	2645		560	2255			570	2280				1460	975						
7	545	2035		545	1920		550	1235			555					1485							
8	520	1890		515	1790		515	1300			520					1340							
9	520	1835		515	1760		520	1415			530					1270							
10	515			510			515				525					1335							
11	485			475			480				490					1290							
12	495			485			495				505					1310							
13	380			370			395				1110					1345							
14	335			325			345				1060					1200							
15	355			340			355				850					1095							
16	325			310			320				815					620							
17	300			265			515				585					550							
18	300			265			495				560												
Type	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
Diam.	0,8	1,3	1,8	0,8	1,3	1,8	0,5	1,2	1,3	1,5	0,5	1,2	1,2	0,5	1,2	0,8	1,2	1,3	2,3	0,5	0,8	0,8	

Line lengths given in [mm]. T letter stands for line type (Technora).

Total line lengths, measured from lower surface of the wing (stitching) to the inner side of triangular maillons at the risers (+/- 10 mm tolerance).

Nr Lines	A Row	B Row	C Row	D Row	E Row	Steering Lines
1	7545	7495	7585	7710	7825	8995
2	7515	7465	7545	7670	7735	8830
3	7460	7420	7485	7610	7770	8730
4	7455	7415	7480	7605		8620
5	7470	7430	7505	7635		8535
6	7485	7445	7530	7660		8525
7	7455	7420	7495	7610		8380
8	7430	7390	7460	7575		8235
9	7380	7345	7400	7515		8165
10	7375	7340	7395	7510		8095
11	7380	7350	7415	7515		8050
12	7390	7360	7430	7530		8070
13	7270	7250	7305	7420		8020
14	7225	7205	7255	7370		7875
15	7100	7090	7130	7225		7770
16	7070	7060	7095	7190		7650
17	6990	6985	7005	7075		7580
18	6990	6985	6985	7050		
19	6800	6815	6830	6855		

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Lines	A Row			B Row			C Row				D Row			E Row		Steering lines				Stabilizer		
	AT	AD	AP	BT	BD	BP	CT	CD	CP	CP	DT	DD	DP	ET	ED	FC	FT	FD	FP	SD	SD	SP
1	595	3140	4040	595	3125	4010	595	2555	4660	600	2650	4685	2075	1295	1655	1420	3355	2850		445	6555	
2	565	3075	4370	565	3060	4365	560	2465	4825	565	2565	4885	1980		1480	1090	3075			465	6370+	
3	580	3105	5010	575	3095	5115	580	2520	5225	590	2615		2020		1380	1195	3395		435		+245	
4	575	2755		570	2720		575	2330		585	2380				1600	1060			465			
5	560	2705		555	2680		555	2270		560	2310				1510	635						
6	575	2740		570	2720		580	2320		585	2350				1505	1005						
7	565	2095		560	1975		565	1270		575					1530							
8	535	1945		530	1845		530	1340		535					1380							
9	535	1890		530	1810		535	1460		545					1310							
10	530			525			530			540					1375							
11	500			490			495			505					1330							
12	510			500			510			520					1350							
13	390			380			1025			1140					1385							
14	345			335			975			1090					1240							
15	365			350			780			875					1130							
16	335			320			740			835					640							
17	310			275			530			600					570							
18	310			275			510			575												
Type Diam.	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
	0,8	1,3	1,8	0,8	1,3	1,8	0,5	1,2	1,3	1,5	0,5	1,2	1,2	0,5	1,2	0,8	1,2	1,3	2,3	0,5	0,8	0,8

Line lengths given in [mm]. T letter stands for line type (Technora).

Total line lengths, measured from lower surface of the wing (stitching) to the inner side of triangular maillons at the risers (+/- 10 mm tolerance).

Nr Lines	A Row	B Row	C Row	D Row	E Row	Steering Lines
1	7780	7735	7820	7950	8070	9280
2	7750	7705	7785	7915	7975	9105
3	7700	7650	7715	7855	8015	9005
4	7695	7645	7710	7850		8895
5	7710	7665	7745	7875		8805
6	7725	7680	7770	7900		8800
7	7695	7650	7730	7855		8650
8	7665	7620	7695	7815		8500
9	7615	7580	7640	7755		8430
10	7610	7575	7635	7750		8360
11	7615	7580	7650	7755		8315
12	7625	7590	7665	7770		8335
13	7500	7475	7535	7650		8275
14	7455	7430	7485	7600		8130
15	7325	7315	7360	7455		8020
16	7295	7285	7320	7415		7900
17	7215	7205	7230	7300		7830
18	7215	7205	7210	7275		
19	7015	7035	7050	7080		

Plasma 28

Lines	A Row			B Row			C Row				D Row			E Row		Steering lines				Stabilizer			
	AT	AD	AP	BT	BD	BP	CT	CD	CP	CP	DT	DD	DP	ET	ED	FC	FT	FD	FP	SD	SD	SP	
1	610	3225	4165	610	3210	4130	615	2620		4805	620	2720	4830	2135	1330	1700	1460	3445	2900			460	6755
2	580	3160	4510	580	3145	4500	575	2535		4975	580	2635	5040	2035		1525	1120	3160				475	6565+
3	595	3195	5165	590	3180	5275	595	2590	5390		605	2690		2080		1420	1230	3490			450		+245
4	590	2830		585	2795		590	2395			600	2445				1645	1090				480		
5	575	2780		570	2755		570	2330			575	2370				1555	655						
6	590	2815		585	2800		595	2390			605	2415				1545	1035						
7	580	2155		575	2030		580	1305			590				1575								
8	550	2000		545	1895		545	1380			550				1415								
9	550	1940		545	1860		550	1500			560				1345								
10	545			540			545				555				1415								
11	515			505			510				520				1365								
12	520			515			520				535				1385								
13	400			390			1055				1175				1425								
14	355			345			1000				1120				1275								
15	375			360			800				900				1165								
16	345			330			760				860				660								
17	320			280			545				620				590								
18	320			280			520				590												
Type	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
Diam.	0,8	1,3	1,8	0,8	1,3	1,8	0,5	1,2	1,3	1,5	0,5	1,2	1,2	0,5	1,2	0,8	1,2	1,3	2,3	0,5	0,8	0,8	

Line lengths given in [mm]. T letter stands for line type (Technora).

Total line lengths, measured from lower surface of the wing (stitching) to the inner side of triangular maillons at the risers (+/- 10 mm tolerance).

Nr Lines	A Row	B Row	C Row	D Row	E Row	Steering Lines
1	8005	7955	8050	8185	8310	9505
2	7975	7925	8010	8145	8210	9330
3	7925	7870	7945	8085	8255	9225
4	7920	7865	7940	8080		9110
5	7940	7885	7975	8110		9020
6	7955	7900	8000	8140		9010
7	7925	7875	7960	8090		8865
8	7895	7845	7925	8050		8705
9	7845	7805	7865	7985		8635
10	7840	7800	7860	7980		8565
11	7845	7810	7885	7990		8515
12	7850	7820	7895	8005		8535
13	7725	7700	7765	7885		8480
14	7680	7655	7710	7830		8330
15	7545	7535	7585	7685		8220
16	7515	7505	7545	7645		8095
17	7430	7420	7450	7525		8025
18	7430	7420	7425	7495		
19	7230	7245	7260	7290		

Plasma 30

Lines	A Row			B Row			C Row				D Row			E Row		Steering lines				Stabilizer		
	AT	AD	AP	BT	BD	BP	CT	CD	CP	CP	DT	DD	DP	ET	ED	FC	FT	FD	FP	SD	SD	SP
1	635	3340	4325	630	3320	4295	635	2715		4990	640	2815	5020	2210	1380	1760	1510	3565	3000		475	7015
2	600	3270	4685	600	3255	4680	595	2625		5170	600	2730	5240	2105		1575	1160	3270			490	6825+
3	615	3310	5370	610	3295	5480	620	2680		5600	625	2785		2150		1470	1270	3615		465		+245
4	610	2930		605	2895		610	2475			620	2530				1705	1125				495	
5	595	2880		590	2850		590	2415			595	2455				1610	675					
6	610	2915		610	2900		615	2475			625	2500				1600	1070					
7	600	2230		595	2105		600	1355			610					1630						
8	570	2070		565	1960		565	1425			570					1465						
9	570	2010		560	1930		570	1550			580					1390						
10	565			560			565				575					1465						
11	530			520			525				540					1415						
12	540			530			540				550					1435						
13	415			405			1090				1215					1475						
14	365			355			1035				1160					1320						
15	390			370			830				935					1210						
16	355			340			790				890					885						
17	330			290			565				640					610						
18	330			290			540				610											
Type Diam.	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
	0,8	1,3	1,8	0,8	1,3	1,8	0,5	1,2	1,3	1,5	0,5	1,2	1,2	0,5	1,2	0,8	1,2	1,3	2,3	0,5	0,8	0,8

Line lengths given in [mm]. T letter stands for line type (Technora).

Total line lengths, measured from lower surface of the wing (stitching) to the inner side of triangular maillons at the risers (+/- 10 mm tolerance).

Nr Lines	A Row	B Row	C Row	D Row	E Row	Steering Lines
1	8305	8250	8350	8490	8625	9835
2	8270	8220	8310	8450	8520	9650
3	8215	8165	8245	8390	8565	9545
4	8210	8160	8235	8385		9430
5	8235	8185	8270	8415		9335
6	8250	8205	8295	8445		9325
7	8220	8175	8255	8395		9170
8	8190	8145	8220	8355		9005
9	8140	8095	8165	8290		8930
10	8135	8095	8160	8285		8860
11	8135	8105	8180	8295		8810
12	8145	8115	8195	8305		8830
13	8020	7995	8060	8185		8775
14	7970	7945	8005	8130		8620
15	7835	7815	7870	7975		8510
16	7800	7785	7830	7930		8380
17	7715	7705	7730	7805		8305
18	7715	7705	7705	7775		
19	7505	7520	7535	7565		

9. RISERS: DESIGN AND ACCESSORIES

Figure 1 Hangpoint setting: A - high, B - low

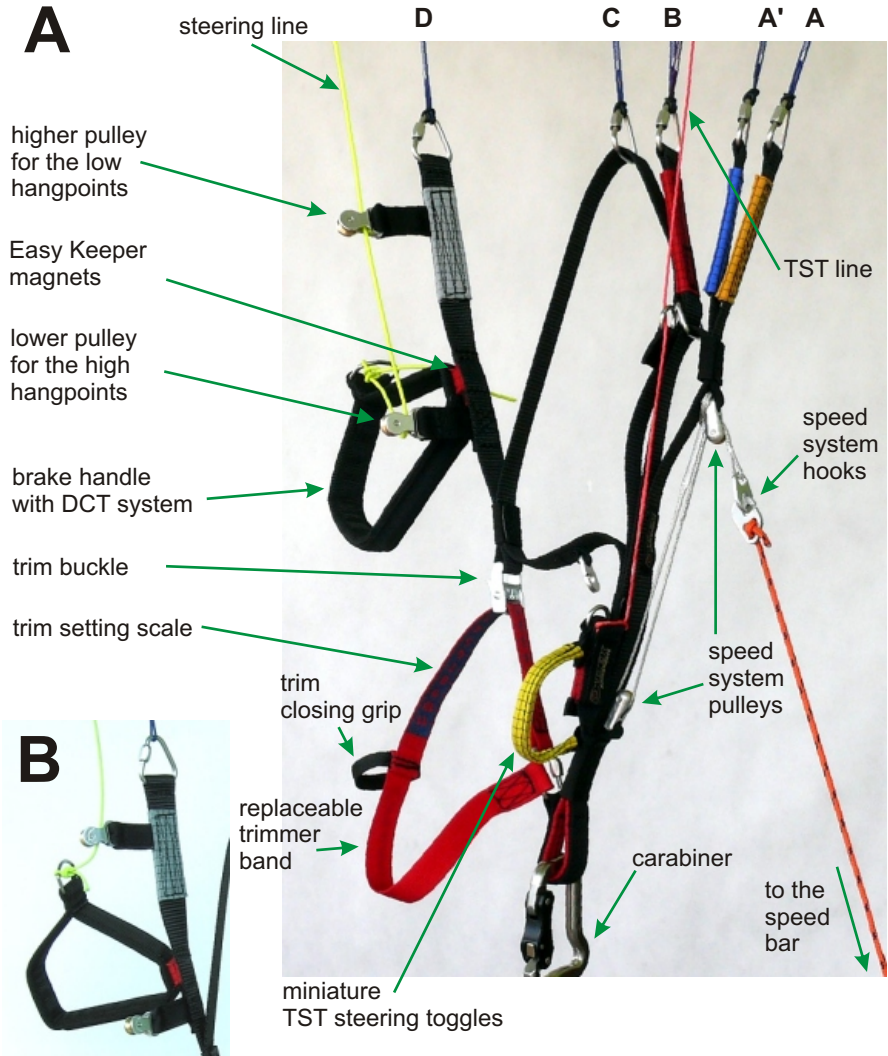


Figure 2 Trimmers influence on the wing profile

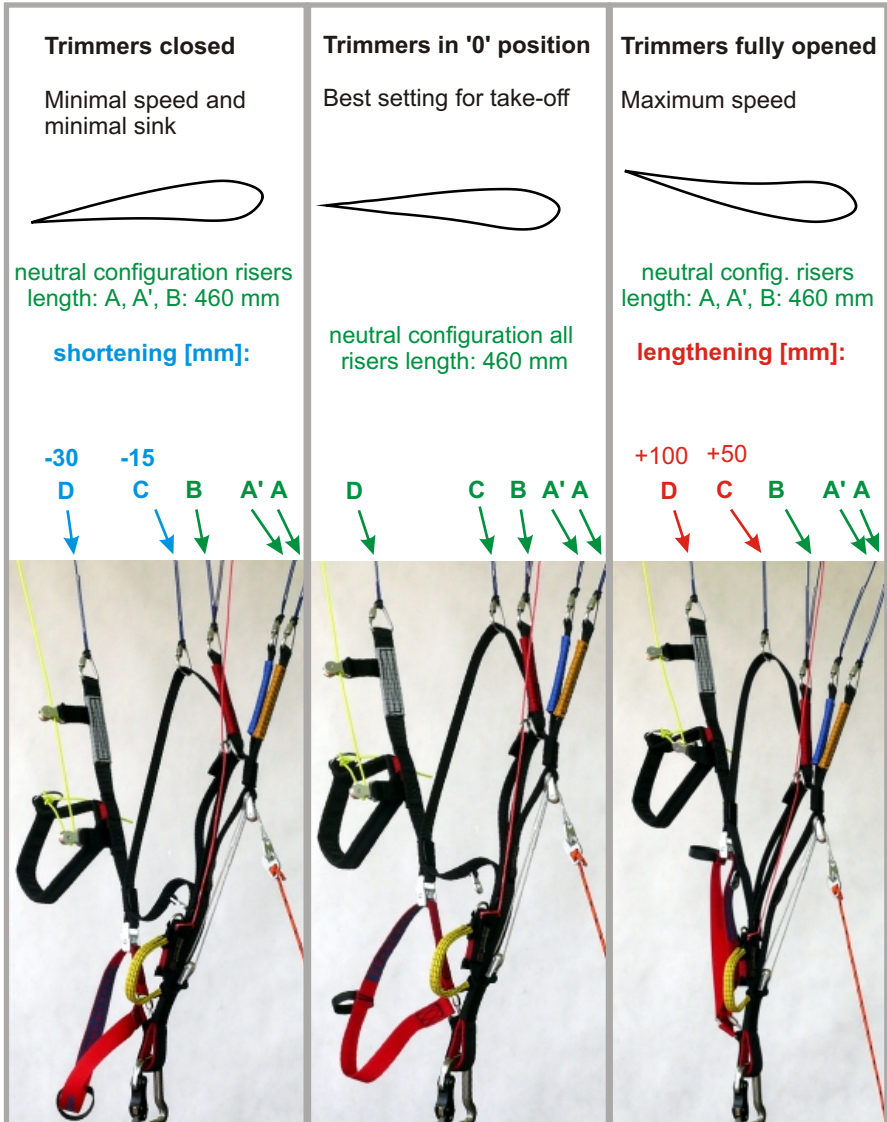
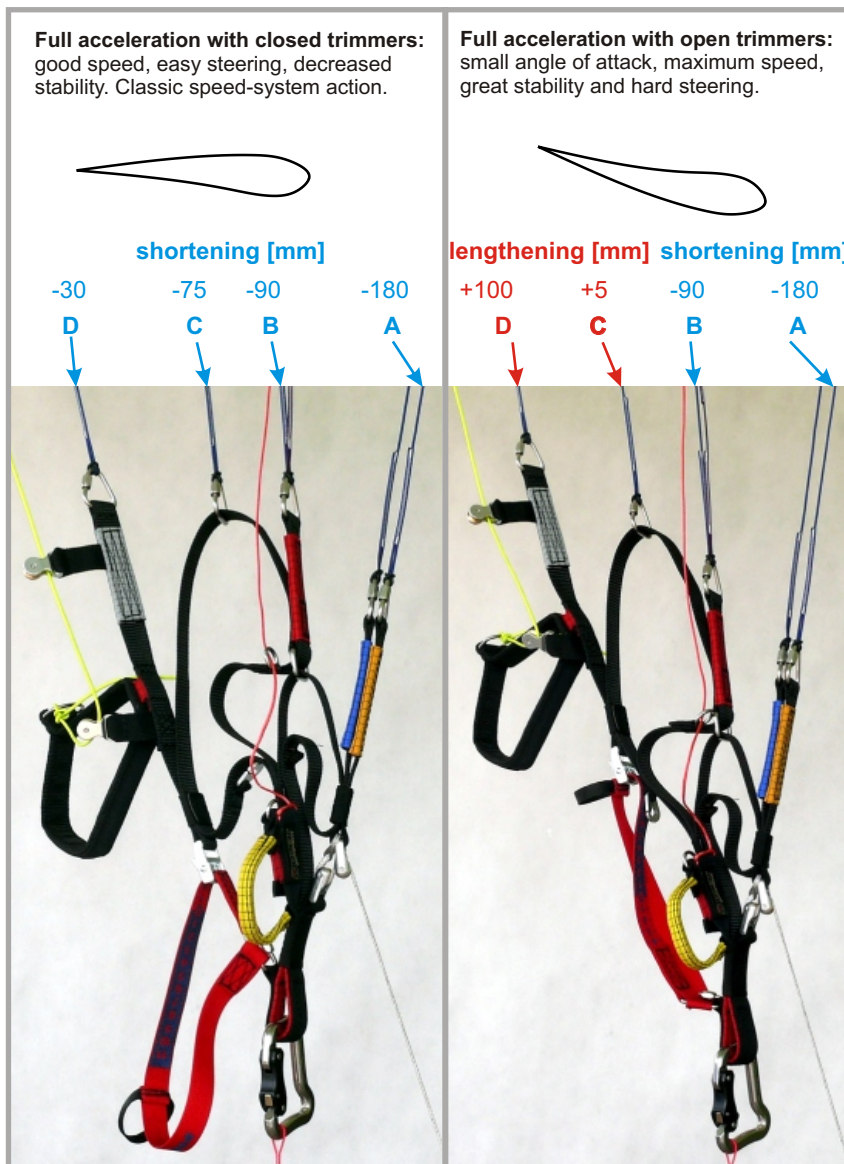


Figure 3 Trimmer settings influence on speed-system action

Lengthening and shortening values are given in respect to neutral risers length: – 460 mm





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