Manual

PRYMUS 5

LTF / EN A



SOL®
PARAGLIDERS

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WELCOME TO THE SOL TEAM

You have just acquired a high-quality product, manufactured under one of the most demanding industry standards worldwide. We are certain that this equipment will allow you to learn, increase and amplify your knowledge and technique during your flights.

We hope your paraglider Prymus 5 will provide you with many nice flights and that you're experiencing moments that will last forever in your memory. This way our philosophy will proof right: security, performance, easy handling and innovation.

Please, read this manual carefully. All necessary information you'll need for your new equipment is right here.

In case of questions or doubts regarding your paraglider or in case you simply are interested in our new products - we are at your dispose.

Thank you very much for choosing SOL PARAGLIDERS.

Symbols

Warnings and important notes - pay attention and read carefully

Additional information

Notes regarding environment protection

IMPORTANT NOTES

- As owner of a Sol Paraglider you are responsible for all possible risks existing by using this equipment. The inappropriate and/or abusive use of your equipment increases this risks.

- It's not possible to transfer this responsibility of risks, using this equipment, to the producer, distributor or seller.

- A regular training, whenever possible, especially on the ground, is indispensable and necessary. A poor handling and control of the glider, especially on the ground, is one of the most frequent causes of accidents.

- Always be prepared to improve your skills. Attending special workshops will improve your skills and maintain your knowledge about materials and techniques, which always are developing, up to date.

- Only use a certified paraglider, harness with protector and reserve and use them within the described and certified limits. Remember, if you fly a paraglider outside the certified norms your insurance will not pay the damage. It is in your responsibility as a pilot to know what your insurance covers.

- Sol Paragliders is flying and testing every single paraglider produced, to assure our clients full quality and function of every glider. We recommend that every new or reviewed paraglider will be tested on the ground and flew from the training hill by his pilot.

- Never take off without helmet, hand-gloves and boots.

- Check all your equipment before each flight. Never take off with an inappropriate or damaged equipment.

- As pilot you only are allowed to use a paraglider in accordance to your skills and in accordance to the instruction level required in each country.

- Before each flight check your physical and mental state. Are you fit to fly?

- Before take off choose the right Paraglider and environment, check the weather conditions, if you have any doubt - don't fly.

- Never fly during rain, snow, strong wind, turbulent conditions or if thunderstorm clouds are in the sky.

- If you are always flying with conscious - you'll be able to fly for many years your glider.

PRYMUS 5 - THE PROJECT

The new Prymus 5 is a modern and sophisticated paraglider. Since 2001 the Prymus is the first choice for Pilots, who are beginning their flight career, but also for pilots who fly regular and like to do so with calm and security. It is an ideal glider for the first thermal and distance flight experience.

The new Prymus 5 comes with all the actual - up to the edge - technologies for paragliding in terms of security, performance and easy handling. The pilot will be able to improve his skills with calm, comfort and security.

The Prymus has made himself history, when it comes to be a paraglider for beginners and he sure is the glider to start and discover the world of flying a paraglider. The new generation comes with features that transformed the world of paragliders in the last few years.

Recommendation

The Prymus 5 is a school paraglider and as such he was designed for pilots who are beginning to fly. Supervision and monitoring from a trained teacher is indispensable if you want to learn how to fly. To fly this glider you must have a license to fly.

Certification

The Prymus 5 has a LTF / EN A certification. The certification details are available on: www.solparagliders.com.br.

Special characteristics

Comfort - Security - Performance - Easy handling - Long life

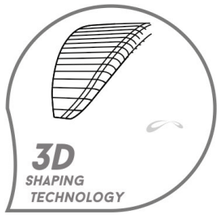
Accessories

Along with your paraglider you receive:

- Backpack
- Protection sack for the glider
- Paraglider packing strap
- Protection sack for the risers
- Manual
- Basic repair kit
- “Easy check” measure tape
- 2 Step - Accelerator
- SOL Cap
- Windsock M
- Little bonus surprise



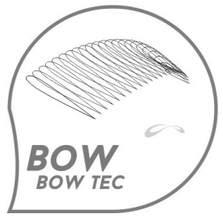
Technology



Our double „3D Shaping" is a 3 dimension shaping technology, which decreases the imperfections and wrinkles at the leading edge, resulting in more aerodynamic performance.



The 3 Riser System guarantees stability, 25% less lines, better weight distribution and less deformation throughout the years.



More uplift, even with the same wing area, and better pressure distribution along the whole wingspan.



X Battens reinforce the profile.





LDT are Load Distribution Tapes between the suspension points for a weight distribution along the whole wing during flight, resulting in better performance and stability.



Profiles between the cells of the trailing edge, resulting in better performance and handling.



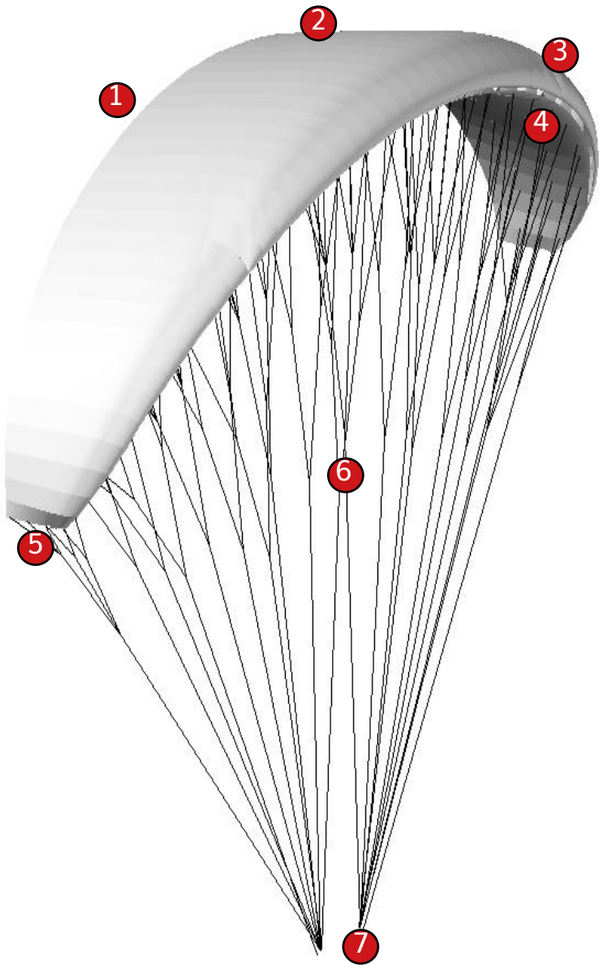
A new profile design to increase the wing pressure, resulting in form stability. More performance along the whole speed range is the result.



Fabrics composed out of different materials assure long life and more resistance with less deformation and weight.

Overview paraglider

1. Trailing edge
2. Top
3. Leading edge
4. Bottom
5. Stabilo
6. Lines
7. Risers



Overview risers

1. Riser A
2. Riser A'
3. Riser B
4. Riser C
5. Brake lines
6. Toggle connection
7. Toggle
8. Speed system
9. Accelerator
10. Accelerator connection
11. Connection to harness

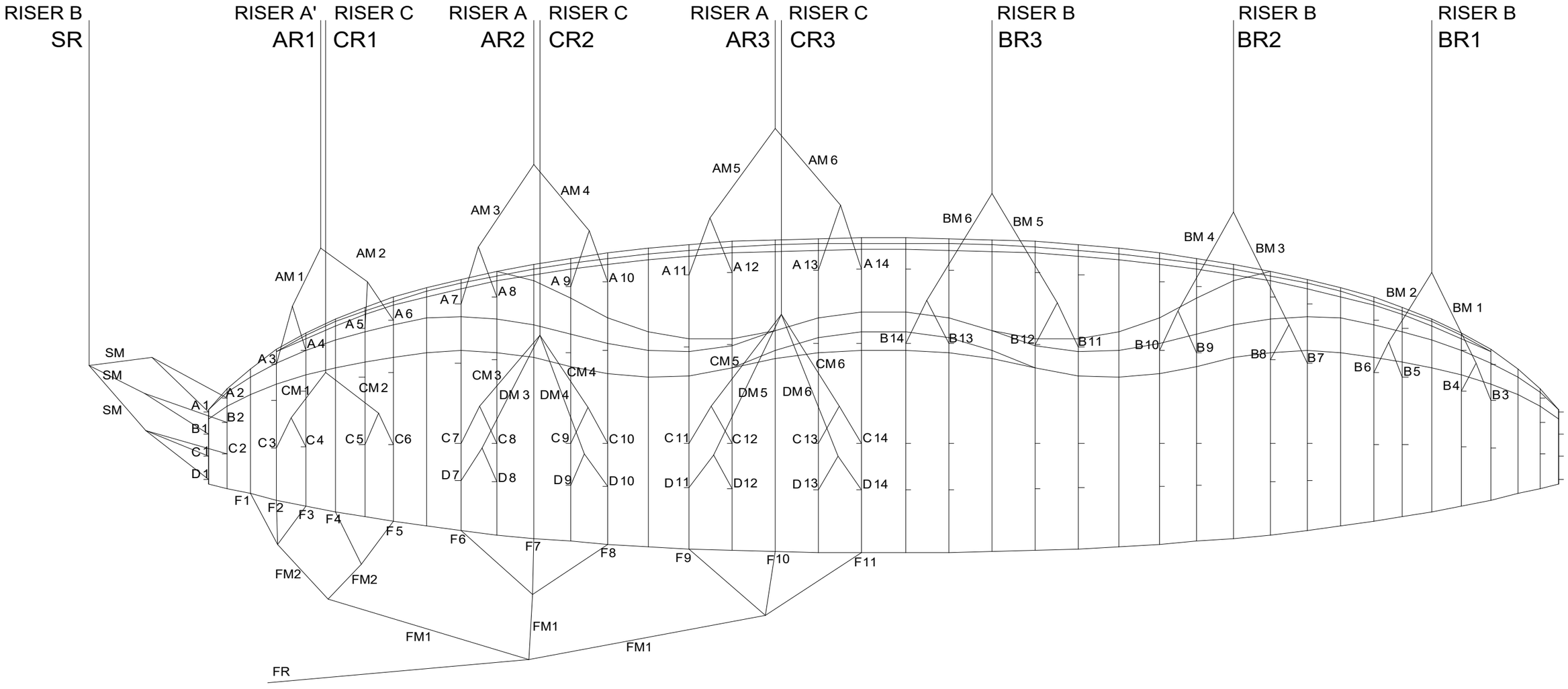


Line plan

The suspension point design was developed for an ideal weight distribution and long life. During all consideration and calculation, security always is our first goal.. The used material mix for the lines of the Prymus 5 forms an ideal combination: long life with little deformation and aerodynamic drag.

Never and under no circumstances the line length can be altered!

Prymus 5

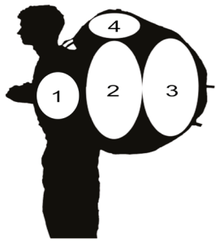


THE PARAGLIDER - INFORMATION

Take off weight

Each paraglider seize is dedicated to a certain weight range, from a minimum take off weight to a maximum. The take off weight is the sum of the weight of:

1. the pilot
2. the paraglider
3. the harness with reserve
4. all flight accessories



It's not recommended to fly outside the weight range.

If your take off weight is between two weight ranges we suggest the following procedure:

- For a more accurate and dynamic handling or if you usually fly in the mountains and/or turbulent conditions, you should choose to fly in the upper weight range.

- For a better sink rate and if you usually fly above flat land and in light weather conditions, you should choose to fly in the lower weight range.

Tow release take off

The Prymus 5 can be used for towed flight. The used equipment must be certified, the team handling the equipment must be licensed and you must have done a workshop learning this take off. Always use the special tow connection. The take off only should be done if the canopy is filled completely and steady above the pilots head.

Flight with engine

The Prymus 5 was not designed and is not certified for engine flight. SOL Paragliders doesn't recommend this type of flight.

Tandem flight

The Prymus 5 was not designed and is not certified for tandem flight. SOL Paragliders doesn't recommend this type of flight.

PREPARING FOR FLIGHT

Laying out the glider

- Choose an easy training elevation with less inclination for the first flight, without obstacles and a day with easy weather conditions.
- Open your canopy and lay him down in shape of a horseshoe.
- Check fabric and lines, if there is any damage or fatigue caused by wear.
- Check if all quick links are closed.
- Identify, separate and organize all risers A, A', B, C and the brake lines.



- It is extremely important that there are noentanglementsand/or bunched lines present.

Harness

The Prymus 5 was tested within the standard of LTF with a harness of type GH. We can recommend for the Prymus 5 all harness of type ABS, tested with a carabiner connection height between 42 and 48 cm, measured form the seat and depending on the seize. Attention: the suspension height will influence the "normal" brake position. Always use a harness with back protection.
The distance between the carabiners should be between 40 and 48 cm. Together with your glider comes an "Easy Check" measure tape which might help you to check the distance exactly.



If the distance is not within the range, the glider could have extreme, dangerous or abnormal reaction in flight.

Connecting paraglider and harness

Without twisting the risers connect them with the carabiners of the harness. Check if they are connected and positioned in the right way without any twist. The A riser must be in front in flight direction.

Check if the carabiners are really looked and closed!

Accelerator

Most of modern harness have pulleys for assembling the Foot Speed System. The line must be firmly attached to the stirrup. The other end of the line is fed through the harness' pulleys and comes out vertically, and must be firmly attached to the clip of the quick look. In order to adjust the Speed System, we suggest that you connect the harness and the risers, suspended from the ground. Ask a friend to pull the risers 'A' upwards. At this time, adjust the length right to the bar in such way to be easily reachable with your feet in flight and by stretching the legs, make sure to allow for a clear path to maximize the accelerator usage.

Risers not accelerated
A = 52 cm
A' = 52 cm
B = 52 cm
C = 52 cm



Measure without quick links

Risers accelerated

A = 42,5 cm
A' = 45 cm
B = 46 cm
C = 52 cm



Measure without quick links.

FLIGHT

Take Off Check List

- Helmet closed?

- Carabiners looked and closed?

- Harness all looks closed?

- Carabiner distance OK.?

- Risers A in hands?

- Brake lines free, toggles in hand?

- Pilot stays in the midst of the canopy?

- Take off area free?

- Paraglider and pilot lined up against the wind?

- Air space in take off direction free?

Forward Take off

When ready to takeoff, the pilot must have risers A and the toggles in hand. The arms must be extended to the side, as if they are extensions of risers A. A decisive run allows a quick and stable inflation. After the initial inflation momentum, the pilot must keep the tension forward on risers A, not pulling them downwards, until the canopy is above his head. At this point, the brakes must be carefully activated and the pilot must be prepared for possible directional changes. A move to underneath the center of the paraglider is the best method for corrections, provided there is room for it. The pilot glances at last upwards to ensure the canopy is properly located above, completely unobstructed and inflated. Only at this point, the pilot decides whether or not to takeoff.



Reverse Take off

The preparation is the same as to forward take off. But this time you have to turn towards the canopy. During the turn lift the hand which is turning away from the glider with the risers above your head. Now you can inflate the glider with the red A risers. Push the risers up and let them go when the canopy is over your head. If necessary use the brakes gently. Turn out and begin the start run. Attention: check to turn out to the right side. Example you turned with your left side to the glider you have to turn out with your left side to the glider. Otherwise you will have made a 360 degree turn and all your risers are twisted.

In case of strong wind it could be necessary to make some steps towards the canopy during inflation. This take off method can be used even with little wind.



Thermals and Soaring

In turbulent conditions, the paraglider must be flown with the brakes softly applied, resulting in greater canopy stability. The pendulum effect back and forth must be avoided! The canopy must remain on top of the pilot. For this purpose, the speed must be increased by releasing the brakes upon entering a thermal (depending on its intensity) or braking on exit. This is part of the basic technique on “active flying”.
During soaring, a minimum height of 50m over ground is highly recommended, for safety reasons. Knowing and respecting flight regulations is extremely important, especially when airspace within close proximities of mountains is shared among several pilots, where last minute anti-collision maneuvers are not executable.

Turns

The Prymus 5 is very sensitive, responding instantly to turn commands. Leveled turns can be achieved with the shifting of weight on the risers with minimum altitude loss. A combination of weight shifting and breaking technique is the most efficient way of executing turns in any situation. The given brake utilized determines the radius of turns. By activating the brakes on the outside edge of the turns, as well as applying maximum weight shifting on the risers, the efficiency and resistance to collapse in turbulences (at the edge of thermals) is increased.
In case it becomes necessary to perform turns in a constrained space we recommend to release the outside brake in the given turn and pull a little more the brake on the inside of the turn.
The paraglider glides best when no brakes are applied.

By pulling either brake too strongly or suddenly, there is a danger of creating a negative spiral!

Accelerated flight

It is recommended to use the accelerator when flying against the wind or in zones with descending air. Due to a decreased angle of attack, the canopy may collapse easier than when set at the normal position. The pilot must remember that the higher the speed, the more dynamic the collapse response or symmetric closing will be.

- Exercise the use of the accelerator during calm conditions.
- Be cautious flying accelerated in difficult and turbulent conditions.
- Remember: The higher the speed the higher the descent rate.
- Check always on all accelerator parts for good function and signs of wear.

Active flying

For best performance during your flight, it is important to be always sensitive to what your canopy is trying to communicate. The key elements of active flying are: controlling the canopy advancement and the canopy pressure. If you apply gently the brakes (about +- 15cm) you are getting a good feedback about the canopy pressure, which can alter easily in turbulent air. You can feel it very well on the brakes. The general idea: keep the pressure constant.
Avoid flying excessively with the brakes on, cause you might brake to the point of stopping the canopy from flying. Always consider your aerodynamic speed. Your movements can be symmetric or asymmetric and both or one brake can be applied. This corrections control your flight and reduce the risk of collapses. We suggest that you practice on the ground. Canopy advancement and pressure loss can be simulated well on the ground.

Landing

Always choose a secure and clean landing side with lots of space, great distance to natural obstacles and is not under the influence of turbulent air.

- The final approach stage must be done in straight line upwind.

- With less than 30m above ground avoid steer turns, they may result in dangerous pendulous movements and the pilot could crash to the ground with high velocity.

- Before landing get up in your harness with the weight against the chest strap, especially in turbulent conditions.

- Fly with hands up, without brakes, until more or less 1m over ground. In turbulent conditions fly active until the end. Than apply slowly and progressively the brakes to reduce velocity until you can almost without speed land on the ground.

- Always adapt your landing on space, circumstances and wind.

- If the wind is strong and you feel it might be possible been dragged or uplifted after landing, pull symmetrically the B risers. This movement kills the glider fast and controlled and avoids a re-inflation or that the glider turns into a great sail. After killing the glider pull him back to you using the B risers.

FAST DESCENT MANEUVERS

The following maneuvers should be used only in emergency situations and need a special training fore safety use. If possible attend a workshop to learn and practice this maneuvers.
This maneuvers are used by cloud entrance and in case of approaching thunderstorms.

Remember: a good weather analysis before flight helps to avoid this maneuvers during flight.

Big ears

Push the line AR 1 on the yellow riser A' down and to the outside. Keep the line until the glider ear is closed. Do it first on one side and than on the other.
The paraglider handling stays exact the same: using the brakes or shifting your weight.
If you want to return to normal flight, let go of the lines AR 1. Normally the canopy opens on its own, but you can help pushing the brakes lightly.

Positive spiral

A positive spiral has a high sink rate. But the high acceleration, G-Force, impedes to fly this maneuver for a long time. The G-Force may cause that the pilot looses his consciousness and spirals until he crashes the ground. The same high energy is acting on the equipment and will shorten his endurance.

A positive spiral never should be exercised in turbulent conditions or strong lateral wind. Under strong wind conditions the pilot has to remember that the lateral drift could be enormous.

When the pilot activates just one brake, slowly and progressively, the paraglider inclines sideways in a sharp angle and enters in a steep and quick turn, which may become a positive spiral. During a spiral the rotation radius can be controlled by the force applied to the inside brake.

In order to come out of the spiral, the pilot must release the brake slowly and shift his weight lightly to the outside of the turn. A sudden exit may result in an exaggerated forward movement of the canopy, and cause a collapse. For this reason, on the last turn, the inside brake of a given turn must be softly applied again.

In case the canopy collapses during this process, the spiral must be counter-acted, as the active canopy area will be reduced.

- Never combine big ears with spirals. The canopy active area reduction plus the 'G' force may result in line and/or canopy damage.
- Leaving a fast spiral must be executed slowly and progressively.
- The maneuver requires high altitudes (at least 600 meter over ground) and is dangerous, due high descent ratio the pilot can lose the altitude reference.

B-Stall

This maneuver provokes a parachute flight and as a result the paraglider is almost unable to be directed.
To initiate the maneuver get the B risers closely to the quick links and push them symmetrically and slowly downwards until the canopy profile is deformed. The glider stops to fly forward and descents vertically.
To end the maneuver let go symmetrically and at the same time of the B risers. The glider stops to sing and starts to fly forward again

In the event risers 'B' are pulled too quickly or too deeply, a horseshoe may occur towards the front. In order to regain normal flight, the pilot has to let go of the B risers and must apply the brakes lightly. In case the parachute flight continous, use the method described below in "parachutal".

EXTREME FLIGHT SITUATIONS

Front-stall

Normally the paraglider opens on his own after a front-stall. In turbulent conditions it may happen that the canopy make a fast movement forward, in order to avoid another front-stall it is necessary to apply the brakes precisely.
Caution: If the brake lines are applied too much the glider could get into a full-stall.



Lateral closing

Active flying almost ever avoids lateral closing. If lateral closing happens, the canopy folds predictable and progressively from the tip to the center. This corresponds a collapse of 50% or more and results in a slight tendency for a turn. The glider can be held on course using the brake on the open side.
Normally the paraglider opens on his own. If the collapse happens during accelerated flight the canopy has a more dynamic reaction, but even than the turn can be controlled without problems.
To facilitate the closed side to fill the pilot has to pull down slowly (ca. 2 seconds) the brake on the closed side and let go again (pump). Shifting the weight to the open side helps to re-inflate the sail and increases security, cause the brake has to be used less and this avoids a full-stall.
Without action, the paraglider will begin a positive spiral. The pilot must lightly apply the brake on the external side to stop a spiral and at the same time shift his weight on the same side until the canopy is stabilized. Exactly at this stage of pendulum effect under the canopy, it is important that the pilot controls carefully the amount of force applied on the brakes, and often it is needed to decrease the force. Once a straight flight is achieved, the closed side can be re-inflated by the pumping action.



Parachutal

This paraglider does not have parachutal flight tendencies and recovers on its own from an intentional parachutal flight induced by braking commands. In case of a parachutal flight after an extreme situation loose the brakes and use the accelerator. Before using the brakes again make sure that the glider flies normally.

If the glider is wet or the regular inspections weren't made, the risk of a parachutal flight exists.

Full-stall

The Prymus 5 has a long way on the brakes before he enters a full-stall. A full-stall happens if the brakes are pulled symmetrically and excessively downwards. Normally the glider starts to fly backwards and deforms to a horseshoe, the opening on the front.

Before terminating the canopy must be stabilized. Afterwards both brake lines have to be loosened symmetrically and slowly, to avoid that the canopy kicks forward.

Negative spiral

The Prymus 5 has a long way on the brakes and difficulties to enter in a negative spiral. But if one of the brakes is extremely pulled downwards it can happen.
The side with the brake pulled down enters in a stall, while the other side maintains open. In this case the brake must be loosened at once, before the glider turns 180°, in order to get the glider back to normal flight. Depending on the situation in which the brake is loosened, the canopy can react quite dynamic and kick forward provoking a collapse.

Line Over

If the tip of the wing is trapped in lines it could cause a positive spiral, which is difficult to control. To get out of this situation, first stabilize your wing and get him into normal flight. In other words control direction. Than pump on the side of the Line Over. During this procedure lean on the opposite side, otherwise there is a risk to turn or increase the spiral.
You also may try to pull the stabilo lines SR, the outer lines on the blue riser B, to free the canopy. Watch out for the brake to avoid a stall on the clean side.
If the Line Over is big and all the counter action does not help and the glider is not to manage, release the reserve, whilst you are having height enough.

Emergency flying

In case of a brake line crack or the brake line is trapped or anything else happened and doesn't allow to use the brakes, use the C risers and weight shifting to steer the glider. Land on the nearest possible side. This situation could happen in case of poor maintenance of the equipment or an extreme flight situation.

Attention: the steering commands on C risers are much shorter than on the brake lines.

PACKING YOUR PARAGLIDER

There are different ways who can help to extend the life of your paraglider. One way is to fold the glider right. It's most important to watch out for the reinforcements to maintain the take off characteristics and the performance. We are recommending the "Origami Method" and the use of a Origami-Pack Sack (see below). Together with your glider you get a traditional pack sack who also protects your glider. How to use it we describe after the "Origami Method".

Origami-Method



Step 1: Open the origami sack and pull the partially in. The outside will look like a cabbage. This way you're avoiding that the glider drags over the ground during folding.

Step 2: Begin with the center of the trailing edge. Put one profile over the other. Each side separate.





Step 3: Now do it in the same way with the leading edge profiles. Put the reinforcements of top and bottom in the right way, don't close the cell openings and push out the fabric.

Step 4: Fold the wing like an accordion from both sides and close the origami sack. Watch out for the lines and fabric closing the zipper.





Step 5: At last fold the sack as shown in the photo. This method is very gentle to the more stiffer parts of the glider.

Traditional-Method



Step 1: Bundle up your glider in form of a cabbage. This way you're avoiding that the glider drags over the ground during folding.

Step 2: Begin with the center of the trailing edge. Put one profile over the other. Each side separate.





Step 3: Now do it in the same way with the leading edge profiles. Put the reinforcements of top and bottom in the right way, don't close the cell openings and push out the fabric.

Step 4: Fold the wing like an accordion from both sides and put one side over the other. Now all reinforcements are laying side-wise one above the other.





Step 5: Fold the sack as shown in the photo. This method is very gentle to the more stiffer parts of the glider.

Step 6: At last put the glider into the protection bag.



Storing

Most part of the glider fabric is Nylon. As all other synthetic materials it suffers and deteriorates under the influence of ultraviolet radiation (UV). It looses his stiffness and gets more porous. Whenever it is possible avoid to submit your glider to the sun light, it has a high UV rate, especially in heights. It is recommended to store your paraglider very well whilst it not in use. It should be stored dry in a dry place, protected from UV rays, distant from chemical products. Avoid to store the glider in hot places like the trunk of a car.

Back Pack

We recommend that you store your equipment in the back pack. That way it is easy to transport and protect. Your back pack was designed to be useful and comfort. Do it this way:



Step 1: Open your back pack and put your glider in.

Step 2: Your harness put above the glider and close the zipper.





Step 3: Store your helmet and accessories between the glider and the harness or in the upper part of the back pack.

Step 4: Close all parts and pockets of the back pack.



TIPS FOR CARE

- Over-stressing of individual lines, more than normal load in flight, should be avoided. An excessive deformation is irreversible and can't be undone. For the same reason avoid stepping on the lines, bending or folding them, especially the main lines.

- Always open the glider on clean ground, otherwise dirt could penetrate the fabric, shorten the lines or damage the canopy. Lines should not be entangled to objects during the phase of inflation, otherwise they could be deformed or damaged. Never step on the canopy, especially not on hard ground.

- Take offs and landings under strong wind conditions could force the glider to crash uncontrolled with high velocity on the ground, the crash could damage fabric and sewings.

- In case of a Line Over the brake lines could wear of or a main line could be cut by a brake line or crack by friction.

- Handling the paraglider on a earthy ground under strong wind conditions accelerates the aging process of your equipment.

- After a water or tree landing the paraglider must be sent for inspection to an authorized dealer's workshop.

- It must be avoided that sand, stones or snow enter in the cells, otherwise the weight on the trailing edge could brake the glider and cause a full-stall. Besides, the sharped edges could damage the sail's fabric.

- After the landing be careful, avoid crashing the leading edge on the ground. Otherwise the material and sewings of the cell openings could be damaged.

- In case the paraglider gets in contact with salty water, he must be washed with sweet water and dry in the shadow. Never use tools to accelerate the drying process. Salty water could reduce the line resistance and increase the porosity of the fabric, even washed out with sweet water.

- After any kind of accident: the equipment must be sent for inspection to an authorized dealer's workshop or to the manufacturer.

- Keep up to the required inspection data, to assure that your equipment is always save for use and within the certification requirements.

INSPECTION

Your paraglider has strictly to follow the required inspection intervals. The first inspection check is mandatory completing 24 months or 100 flights, whichever comes first.
After the first inspection any wing must be checked yearly or at each 100 flights, whichever comes first. In any of these inspections may occur that a shorter period for the next inspection will be defined (f. ex. 6 months or 50 flights).
Without performing the mandatory inspections, the paraglider loses its certification and the warranty becomes null and void.
After any kind of accident or a long period without use: sent the paraglider for inspection to an authorized dealer's workshop or to the manufacturer. It's for your own good.
Minor repairs (see below) you could do by yourself, but all other repairs must only be made by an authorized dealer's workshop or the manufacturer.

REPAIRS

Repairs must only be made by an authorized dealer's workshop or to the manufacturer. In case of minor repairs you are receiving with your glider a basic repair kit. It contains adhesive labels in case of minor tears and quick link sealing.

FABRIC TEARS

Small tears up to 10 cm away from the line suspension points may be fixed by yourself. Beyond that the maintenance must be made by an authorized dealer's workshop or the manufacturer.

- Clean the spot where the adhesive label will be applied with a humid cloth.
- The adhesive label has to be at least 2,5 cm larger than the tear.
- Round the edges, otherwise the adhesive label could loosen after the aplication.
- Apply on both sides of the tear.

LINE CRACK

In case of a line crack we recommend to contact your dealer, an authorized dealer's workshop or the manufacturer. After the repair test the glider on the ground and check if everything is alright.

QUICK LINK SEALING

Along with your kit you're get sealing for the quick links. Don't leave your risers without them, because they avoid the movement of the screw nut, making it impossible to open.

WARRANTY

Every paraglider manufactured by SOL Paragliders has a Warranty of 3 Years or 300 Hours of Flight, whichever comes first. Our technology, through the utilization of quality materials and the adoption of new manufacturing processes, allows us to offer you, our client this added bonus.

1. This warranty refers to materials and possible processing defects of the paraglider. The conditions below have to be considered carefully.

2. This warranty is valid for all paragliders from SOL with LTF/EN certification, rated for leisure use only. This warranty does not include paragliders used professionally (school, competitions, aerobatics, etc).

3. Due to the extreme use, competition and acro paragliders and gliders used professionally are not included in the SOL 3 years (300 flight hours) warranty. All paragliders used for competition or acro have a 1 year warrant for production errors.

WARRANTY TERMS

1. A warranty registration has to be filled out correctly within 30 days after the purchase (you can find the registration here: www.solparagliders.com.br/registro.php).

2. All flights must be logged providing information on date, place and length of flight.

3. The equipment must be kept and used in accordance with the instructions provided in this manual. All the storage, folding, cleaning and care instructions must be carefully taken.

4. Maintenance and inspections can only be performed by the manufacturer or authorized dealers workshops and must be properly documented.

5. Your paraglider has strictly to follow the required inspection intervals. The first inspection check is mandatory completing 24 months or 100 flights, whichever comes first. After the first inspection any wing must be checked yearly or at each 100 flights, whichever comes first. In any of these inspections may occur that a shorter period for the next inspection will be defined (f. ex. 6 months or 50 flights). Without performing the mandatory inspections, the paraglider loses its certification and the warranty becomes null and void.

6. The owner is responsible for all shipping expenses to and from the manufacturer.

7. In order to make a plea for repair or equipment exchange, which shall be decided and performed only by SOL Paragliders, the owner must send the paraglider to the manufacturer with the following documents:

- A copy of all inspection data and the log book (flight data)
- A copy of the warranty registration from SOL Paragliders

TIS WARRANTY DOES NOT COVER

1. Any alterations on original fabric colors, lines and risers.

2. Any damage caused by chemical products, sand, friction, cleaning products or salt water.

3. Any damage caused as a result of errors during operation of the harness, incidents or emergency situations.

4. Any damage caused by inadequate operation of the paraglider.

5. A paraglider that may have been subjected of any alteration from the original design and without proper permission from SOL Paragliders.

6. Damages caused by inappropriate transport, storage or settings of the paraglider.

7. Damages caused by the use of not compatible components with the paraglider.

8. Damages caused by the use of inappropriate packaging for the transport.

9. Products without original identification label and serial number.

10. Handling the paraglider otherwise than to the instructions given in the owner´s manual.

ENVIRONMENT AND RECYCLING

Please be aware of our environment: don't toss your garbage into nature, respect the animals. Remember: nature is our gliders engine.

If your paraglider gets out of use remember it cannot be recycled. Please give it to your dealer or your flying-school, they should know how to handle it.

OPERATION LIMITS

In conformity of LTF standard:
Temperatures between -30 degree till +70 degree of Celsius during the storage shouldn't influence the use and security.
Temperatures between -30 degree till +50 degree of Celsius and a variation of humidity between 25% and 100% during the use shouldn't influence the use and security.

Remember: Your product is a high quality product and was made out of carefully chosen materials. Store your equipment carefully and keep up the maintenance. The operating temperature limit is below -30° C.

FINAL WORDS

Safety is the major theme of our sport. In order to fly safely, pilots must train, study, practice and be alert to the dangers around us. In order to achieve excellent safety levels, we must fly regularly as much as possible, don't go beyond our limitations and avoid exposing ourselves to unnecessary dangers. Learning to fly is a slow process and takes years, so don't pressure yourself. If conditions are not favorable, keep your equipment stored away.

Don't overestimate your skills and be honest with yourself. Every year we see many accidents which in most cases could be prevented with a minor adjustment.

We are a part of the community in which we live: friends, family and even people we don't necessarily know worry about us. Our obligation towards this community is to keep ourselves healthy and that at each landing we will be one landing happier than before. We fly so that we can feel more alive.

We wish you good and safe flights with your new paraglider.

SOL Paragliders Team !!

PRYMUS 5

TECHNICAL DATA

Weight, measure and data

Model	XS	S	M	L	XL	XXL	
Cells	39	39	39	39	39	39	
Real Surface	22,93	24,74	26,51	28,29	30,81	33,25	m²
Real Span	10,72	11,14	11,53	11,91	12,43	12,91	m
Real A/R	5,01	5,01	5,01	5,01	5,01	5,01	
Projected Surface	20,05	21,63	23,18	24,74	26,94	29,08	m²
Projected Span	8,73	9,07	9,39	9,70	10,12	10,52	m
Projected A/R	3,80	3,80	3,80	3,80	3,80	3,80	
Line diameter	Dyneema PPSLS / 0.7 - 1.0 - 1.2 -1.6						mm
Height	708	734	758	781	813	843	cm
Profile max.	265	275	285	294	307	319	cm
Profile min.	63	74	77	80	83	76	cm
Paraglider weight	4,5	5,1	5,3	5,8	6,2	6,4	kg
Take off weight	65-80	75-90	85-100	95-110	105-125	120-140	Kg
Certification	Load	EN / LTF A	EN / LTF A	EN / LTF A	EN / LTF A	Load	
Brake line length under max. load	60	63	67	69	72	75	cm
Accelerator	11	11	11	11	11	11	cm
Risers	3 + 1	3 + 1	3 + 1	3 + 1	3 + 1	3 + 1	
Trimmer	0	0	0	0	0	0	
Other connected or adjustable parts	0	0	0	0	0	0	

Parts and materials

Top	WTX 40 PU + Silicon 40 gr/sm
Bottom	WTX 40 PU + Silicon 40 gr/sm
Profiles/Diagonal tapes	Pro-Nyl High Tenacity Nylon rip-stop Hard finish 36 gr/sm
Reinforcements	Nylon Maxfio 2,5 mm
Reinforcements inside/outside	Cetim Polyester 25mm
Loops	FRL0027 Polyester 10 X 1.0 mm white
Sewing thread on canopy	Graal Polyester filament continuous 60 white
Sewing thread on risers	Nylbond Polyester filament continuous 30 - 40 Black
Lines	Liros Dyneema PPSLS 0.7 - 1.0 - 1.2 - 1.6 mm
Quick Links	Ansung Precision 15 mm. 800 kg
Risers	Polyester Venus 15 mm. 1.600 kg
Pulleys	Nylon Sol 12 mm / ISR 16 mm ball bearing
Magnet clip	Magneten aus Alnico 15 mm - ISR
Accelerator clip	Aluminium - ISR

Lines

Model	PPSLS 65	PPSLS 125	PPSLS 180	PPSLS 260
Manufacturer	Liros GER	Liros GER	Liros GER	Liros GER
Number resistance test	LKT 0561	LKT 1630	LKT 1531	LKT 1529
Diameter	0.7 mm	1.0 mm	1.2 mm	1,6 mm
Material	Dyneema	Dyneema	Dyneema	Dyneema
Rope coating	Polyester	Polyester	Polyester	Polyester
Resistance after bending	40 daN	121,4 daN	142,9 daN	182,3 daN

Line lengths

Prymus 5 XS

	A	B	C	D	F
1	6390	6374	6379	6419	6617
2	6469	6437	6452		6603
3	6671	6659	6675		6630
4	6715	6702	6726		6649
5	6826	6800	6835		6716
6	6885	6853	6892		6729
7	6960	6907	6958	7032	6716
8	6943	6889	6947	7018	6836
9	6961	6903	6970	7048	6968
10	6997	6939	7008	7094	7089
11	7026	6965	7036	7125	7368
12	7005	6944	7018	7111	
13	7034	6973	7048	7144	
14	7081	7022	7097	7193	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Prymus 5 M

	A	B	C	D	F
1	6842	6827	6833	6877	7107
2	6927	6894	6912		7096
3	7143	7131	7151		7127
4	7190	7177	7206		7148
5	7309	7281	7322		7223
6	7371	7337	7383		7237
7	7452	7396	7453	7531	7223
8	7433	7376	7440	7516	7348
9	7452	7390	7463	7547	7486
10	7490	7427	7503	7595	7610
11	7519	7454	7531	7626	7903
12	7496	7430	7510	7610	
13	7525	7459	7541	7644	
14	7575	7511	7592	7695	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Prymus 5 S

	A	B	C	D	F
1	6626	6610	6616	6658	6872
2	6708	6675	6692		6860
3	6917	6905	6922		6888
4	6963	6950	6976		6909
5	7077	7050	7088		6979
6	7138	7105	7147		6992
7	7215	7160	7215	7291	6979
8	7196	7141	7202	7276	7101
9	7215	7155	7225	7306	7235
10	7251	7190	7264	7353	7357
11	7280	7217	7291	7383	7643
12	7258	7194	7271	7368	
13	7286	7222	7301	7401	
14	7335	7273	7351	7451	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Prymus 5 L

	A	B	C	D	F
1	7050	7035	7042	7088	7333
2	7138	7104	7124		7323
3	7361	7347	7370		7356
4	7409	7395	7427		7379
5	7532	7502	7547		7458
6	7596	7561	7610		7473
7	7681	7624	7682	7763	7458
8	7662	7603	7668	7748	7587
9	7681	7617	7692	7780	7729
10	7721	7656	7733	7829	7855
11	7751	7683	7762	7861	8155
12	7727	7658	7740	7844	
13	7757	7688	7771	7879	
14	7809	7743	7825	7932	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Prymus 5 XL

	A	B	C	D	F
1	7337	7322	7330	7378	7645
2	7428	7394	7415		7636
3	7661	7648	7673		7672
4	7712	7697	7732		7697
5	7839	7809	7857		7781
6	7906	7870	7922		7797
7	7992	7933	7997	8082	7782
8	7972	7911	7982	8066	7915
9	7992	7926	8006	8098	8060
10	8033	7965	8049	8149	8190
11	8066	7995	8078	8182	8499
12	8041	7969	8055	8164	
13	8072	8000	8088	8200	
14	8126	8057	8143	8255	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Prymus 5 XXL

	A	B	C	D	F
1	7606	7591	7600	7650	7937
2	7701	7665	7689		7929
3	7943	7929	7956		7967
4	7996	7980	8018		7995
5	8127	8096	8147		8083
6	8197	8159	8215		8100
7	8285	8224	8291	8380	8084
8	8264	8201	8276	8363	8221
9	8284	8216	8300	8396	8371
10	8327	8257	8344	8448	8502
11	8360	8287	8374	8482	8820
12	8334	8260	8350	8463	
13	8366	8291	8383	8499	
14	8422	8349	8440	8556	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Line lengths individually

Prymus 5 XS

Name	Line reference	Diameter / mm	Number of lines	Length / mm
A1	LIROS PPSLS 60	0,76	2	606
A2	LIROS PPSLS 60	0,76	2	685
A3	LIROS PPSLS 125	1,05	2	452
A4	LIROS PPSLS 125	1,05	2	496
A5	LIROS PPSLS 125	1,05	2	437
A6	LIROS PPSLS 125	1,05	2	496
A7	LIROS PPSLS 125	1,05	2	651
A8	LIROS PPSLS 125	1,05	2	634
A9	LIROS PPSLS 125	1,05	2	652
A10	LIROS PPSLS 125	1,05	2	688
A11	LIROS PPSLS 125	1,05	2	759
A12	LIROS PPSLS 125	1,05	2	738
A13	LIROS PPSLS 125	1,05	2	767
A14	LIROS PPSLS 125	1,05	2	814
AM1	LIROS PPSLS 125	1,05	2	1365
AM2	LIROS PPSLS 125	1,05	2	1535
AM3	LIROS PPSLS 125	1,05	2	1875
AM4	LIROS PPSLS 125	1,05	2	1875
AM5	LIROS PPSLS 125	1,05	2	2155
AM6	LIROS PPSLS 125	1,05	2	2155
AR1	LIROS PPSLS 150	1,2	2	4325
AR2	LIROS PPSLS 150	1,2	2	3905
AR3	LIROS PPSLS 260	1,58	2	3580
B1	LIROS PPSLS 60	0,76	2	590
B2	LIROS PPSLS 60	0,76	2	653
B3	LIROS PPSLS 125	1,05	2	440
B4	LIROS PPSLS 125	1,05	2	483
B5	LIROS PPSLS 125	1,05	2	411
B6	LIROS PPSLS 125	1,05	2	464
B7	LIROS PPSLS 125	1,05	2	598
B8	LIROS PPSLS 125	1,05	2	580
B9	LIROS PPSLS 125	1,05	2	594
B10	LIROS PPSLS 125	1,05	2	630
B11	LIROS PPSLS 125	1,05	2	698
B12	LIROS PPSLS 125	1,05	2	677
B13	LIROS PPSLS 125	1,05	2	706
B14	LIROS PPSLS 125	1,05	2	755
BM1	LIROS PPSLS 125	1,05	2	1365
BM2	LIROS PPSLS 125	1,05	2	1535
BM3	LIROS PPSLS 125	1,05	2	1875
BM4	LIROS PPSLS 125	1,05	2	1875
BM5	LIROS PPSLS 125	1,05	2	2155
BM6	LIROS PPSLS 125	1,05	2	2155
SM	LIROS PPSLS 125	1,05	2	875
STB	LIROS PPSLS 125	1,05	2	4380
BR1	LIROS PPSLS 150	1,2	2	4325
BR2	LIROS PPSLS 150	1,2	2	3905
BR3	LIROS PPSLS 260	1,58	2	3580
C1	LIROS PPSLS 60	0,76	2	595

Prymus 5 XS

Name	Line reference	Diameter / mm	Number of lines	Length / mm
C2	LIROS PPSLS 60	0,76	2	668
C3	LIROS PPSLS 125	1,05	2	457
C4	LIROS PPSLS 125	1,05	2	508
C5	LIROS PPSLS 125	1,05	2	447
C6	LIROS PPSLS 125	1,05	2	504
C7	LIROS PPSLS 125	1,05	2	650
C8	LIROS PPSLS 125	1,05	2	639
C9	LIROS PPSLS 125	1,05	2	662
C10	LIROS PPSLS 125	1,05	2	700
C11	LIROS PPSLS 125	1,05	2	773
C12	LIROS PPSLS 125	1,05	2	755
C13	LIROS PPSLS 125	1,05	2	785
C14	LIROS PPSLS 125	1,05	2	834
CM1	LIROS PPSLS 125	1,05	2	1365
CM2	LIROS PPSLS 125	1,05	2	1535
CM3	LIROS PPSLS 125	1,05	2	1875
CM4	LIROS PPSLS 125	1,05	2	1875
CM5	LIROS PPSLS 125	1,05	2	2155
CM6	LIROS PPSLS 125	1,05	2	2155
CR1	LIROS PPSLS 150	1,2	2	4325
CR2	LIROS PPSLS 150	1,2	2	3905
CR3	LIROS PPSLS 150	1,2	2	3580
D1	LIROS PPSLS 60	0,76	2	635
D7	LIROS PPSLS 60	0,76	2	720
D8	LIROS PPSLS 60	0,76	2	706
D9	LIROS PPSLS 60	0,76	2	736
D10	LIROS PPSLS 60	0,76	2	782
D11	LIROS PPSLS 60	0,76	2	858
D12	LIROS PPSLS 60	0,76	2	844
D13	LIROS PPSLS 60	0,76	2	877
D14	LIROS PPSLS 60	0,76	2	926
DM3	LIROS PPSLS 125	1,05	2	1875
DM4	LIROS PPSLS 125	1,05	2	1875
DM5	LIROS PPSLS 125	1,05	2	2155
DM6	LIROS PPSLS 125	1,05	2	2155
F1	LIROS PPSLS 125	1,05	2	775
F2	LIROS PPSLS 125	1,05	2	761
F3	LIROS PPSLS 125	1,05	2	788
F4	LIROS PPSLS 125	1,05	2	807
F5	LIROS PPSLS 125	1,05	2	874
F6	LIROS PPSLS 125	1,05	2	1736
F7	LIROS PPSLS 125	1,05	2	1723
F8	LIROS PPSLS 125	1,05	2	1843
F9	LIROS PPSLS 125	1,05	2	1975
F10	LIROS PPSLS 125	1,05	2	2096
F11	LIROS PPSLS 125	1,05	2	2375
FM2	LIROS PPSLS 125	1,05	2	855
FM1	LIROS PPSLS 125	1,05	2	2415
FR	LIROS PPSLS 260	1,58	2	2605

Prymus 5 S

Name	Line reference	Diameter / mm	Number of lines	Length / mm
A1	LIROS PPSLS 60	0,76	2	637
A2	LIROS PPSLS 60	0,76	2	719
A3	LIROS PPSLS 125	1,05	2	478
A4	LIROS PPSLS 125	1,05	2	524
A5	LIROS PPSLS 125	1,05	2	468
A6	LIROS PPSLS 125	1,05	2	529
A7	LIROS PPSLS 125	1,05	2	681
A8	LIROS PPSLS 125	1,05	2	662
A9	LIROS PPSLS 125	1,05	2	681
A10	LIROS PPSLS 125	1,05	2	717
A11	LIROS PPSLS 125	1,05	2	788
A12	LIROS PPSLS 125	1,05	2	766
A13	LIROS PPSLS 125	1,05	2	794
A14	LIROS PPSLS 125	1,05	2	843
AM1	LIROS PPSLS 125	1,05	2	1420
AM2	LIROS PPSLS 125	1,05	2	1590
AM3	LIROS PPSLS 125	1,05	2	1950
AM4	LIROS PPSLS 125	1,05	2	1950
AM5	LIROS PPSLS 125	1,05	2	2240
AM6	LIROS PPSLS 125	1,05	2	2240
AR1	LIROS PPSLS 150	1,2	2	4490
AR2	LIROS PPSLS 150	1,2	2	4055
AR3	LIROS PPSLS 260	1,58	2	3720
B1	LIROS PPSLS 60	0,76	2	621
B2	LIROS PPSLS 60	0,76	2	686
B3	LIROS PPSLS 125	1,05	2	466
B4	LIROS PPSLS 125	1,05	2	511
B5	LIROS PPSLS 125	1,05	2	441
B6	LIROS PPSLS 125	1,05	2	496
B7	LIROS PPSLS 125	1,05	2	626
B8	LIROS PPSLS 125	1,05	2	607
B9	LIROS PPSLS 125	1,05	2	621
B10	LIROS PPSLS 125	1,05	2	656
B11	LIROS PPSLS 125	1,05	2	725
B12	LIROS PPSLS 125	1,05	2	702
B13	LIROS PPSLS 125	1,05	2	730
B14	LIROS PPSLS 125	1,05	2	781
BM1	LIROS PPSLS 125	1,05	2	1420
BM2	LIROS PPSLS 125	1,05	2	1590
BM3	LIROS PPSLS 125	1,05	2	1950
BM4	LIROS PPSLS 125	1,05	2	1950
BM5	LIROS PPSLS 125	1,05	2	2240
BM6	LIROS PPSLS 125	1,05	2	2240
SM	LIROS PPSLS 125	1,05	2	910
STB	LIROS PPSLS 125	1,05	2	4550
BR1	LIROS PPSLS 150	1,2	2	4490
BR2	LIROS PPSLS 150	1,2	2	4055
BR3	LIROS PPSLS 260	1,58	2	3720
C1	LIROS PPSLS 60	0,76	2	627

Prymus 5 S

Name	Line reference	Diameter / mm	Number of lines	Length / mm
C2	LIROS PPSLS 60	0,76	2	703
C3	LIROS PPSLS 125	1,05	2	484
C4	LIROS PPSLS 125	1,05	2	538
C5	LIROS PPSLS 125	1,05	2	480
C6	LIROS PPSLS 125	1,05	2	539
C7	LIROS PPSLS 125	1,05	2	682
C8	LIROS PPSLS 125	1,05	2	669
C9	LIROS PPSLS 125	1,05	2	692
C10	LIROS PPSLS 125	1,05	2	731
C11	LIROS PPSLS 125	1,05	2	803
C12	LIROS PPSLS 125	1,05	2	783
C13	LIROS PPSLS 125	1,05	2	813
C14	LIROS PPSLS 125	1,05	2	863
CM1	LIROS PPSLS 125	1,05	2	1420
CM2	LIROS PPSLS 125	1,05	2	1590
CM3	LIROS PPSLS 125	1,05	2	1950
CM4	LIROS PPSLS 125	1,05	2	1950
CM5	LIROS PPSLS 125	1,05	2	2240
CM6	LIROS PPSLS 125	1,05	2	2240
CR1	LIROS PPSLS 150	1,2	2	4490
CR2	LIROS PPSLS 150	1,2	2	4055
CR3	LIROS PPSLS 150	1,2	2	3720
D1	LIROS PPSLS 60	0,76	2	669
D7	LIROS PPSLS 60	0,76	2	754
D8	LIROS PPSLS 60	0,76	2	739
D9	LIROS PPSLS 60	0,76	2	769
D10	LIROS PPSLS 60	0,76	2	816
D11	LIROS PPSLS 60	0,76	2	891
D12	LIROS PPSLS 60	0,76	2	876
D13	LIROS PPSLS 60	0,76	2	909
D14	LIROS PPSLS 60	0,76	2	959
DM3	LIROS PPSLS 125	1,05	2	1950
DM4	LIROS PPSLS 125	1,05	2	1950
DM5	LIROS PPSLS 125	1,05	2	2240
DM6	LIROS PPSLS 125	1,05	2	2240
F1	LIROS PPSLS 125	1,05	2	810
F2	LIROS PPSLS 125	1,05	2	798
F3	LIROS PPSLS 125	1,05	2	826
F4	LIROS PPSLS 125	1,05	2	847
F5	LIROS PPSLS 125	1,05	2	917
F6	LIROS PPSLS 125	1,05	2	1814
F7	LIROS PPSLS 125	1,05	2	1801
F8	LIROS PPSLS 125	1,05	2	1923
F9	LIROS PPSLS 125	1,05	2	2057
F10	LIROS PPSLS 125	1,05	2	2179
F11	LIROS PPSLS 125	1,05	2	2465
FM2	LIROS PPSLS 125	1,05	2	890
FM1	LIROS PPSLS 125	1,05	2	2510
FR	LIROS PPSLS 260	1,58	2	2695

Prymus 5 M

Name	Line reference	Diameter / mm	Number of lines	Length / mm
A1	LIROS PPSLS 60	0,76	2	663
A2	LIROS PPSLS 60	0,76	2	748
A3	LIROS PPSLS 125	1,05	2	495
A4	LIROS PPSLS 125	1,05	2	542
A5	LIROS PPSLS 125	1,05	2	481
A6	LIROS PPSLS 125	1,05	2	543
A7	LIROS PPSLS 125	1,05	2	702
A8	LIROS PPSLS 125	1,05	2	683
A9	LIROS PPSLS 125	1,05	2	702
A10	LIROS PPSLS 125	1,05	2	740
A11	LIROS PPSLS 125	1,05	2	816
A12	LIROS PPSLS 125	1,05	2	793
A13	LIROS PPSLS 125	1,05	2	822
A14	LIROS PPSLS 125	1,05	2	872
AM1	LIROS PPSLS 125	1,05	2	1470
AM2	LIROS PPSLS 125	1,05	2	1650
AM3	LIROS PPSLS 125	1,05	2	2020
AM4	LIROS PPSLS 125	1,05	2	2020
AM5	LIROS PPSLS 125	1,05	2	2320
AM6	LIROS PPSLS 125	1,05	2	2320
AR1	LIROS PPSLS 150	1,2	2	4650
AR2	LIROS PPSLS 150	1,2	2	4200
AR3	LIROS PPSLS 260	1,58	2	3850
B1	LIROS PPSLS 60	0,76	2	648
B2	LIROS PPSLS 60	0,76	2	715
B3	LIROS PPSLS 125	1,05	2	483
B4	LIROS PPSLS 125	1,05	2	529
B5	LIROS PPSLS 125	1,05	2	453
B6	LIROS PPSLS 125	1,05	2	509
B7	LIROS PPSLS 125	1,05	2	646
B8	LIROS PPSLS 125	1,05	2	626
B9	LIROS PPSLS 125	1,05	2	640
B10	LIROS PPSLS 125	1,05	2	677
B11	LIROS PPSLS 125	1,05	2	751
B12	LIROS PPSLS 125	1,05	2	727
B13	LIROS PPSLS 125	1,05	2	756
B14	LIROS PPSLS 125	1,05	2	808
BM1	LIROS PPSLS 125	1,05	2	1470
BM2	LIROS PPSLS 125	1,05	2	1650
BM3	LIROS PPSLS 125	1,05	2	2020
BM4	LIROS PPSLS 125	1,05	2	2020
BM5	LIROS PPSLS 125	1,05	2	2320
BM6	LIROS PPSLS 125	1,05	2	2320
SM	LIROS PPSLS 125	1,05	2	940
STB	LIROS PPSLS 125	1,05	2	4710
BR1	LIROS PPSLS 150	1,2	2	4650
BR2	LIROS PPSLS 150	1,2	2	4200
BR3	LIROS PPSLS 260	1,58	2	3850
C1	LIROS PPSLS 60	0,76	2	654

Prymus 5 M

Name	Line reference	Diameter / mm	Number of lines	Length / mm
C2	LIROS PPSLS 60	0,76	2	733
C3	LIROS PPSLS 125	1,05	2	503
C4	LIROS PPSLS 125	1,05	2	558
C5	LIROS PPSLS 125	1,05	2	494
C6	LIROS PPSLS 125	1,05	2	555
C7	LIROS PPSLS 125	1,05	2	704
C8	LIROS PPSLS 125	1,05	2	691
C9	LIROS PPSLS 125	1,05	2	714
C10	LIROS PPSLS 125	1,05	2	754
C11	LIROS PPSLS 125	1,05	2	832
C12	LIROS PPSLS 125	1,05	2	811
C13	LIROS PPSLS 125	1,05	2	842
C14	LIROS PPSLS 125	1,05	2	893
CM1	LIROS PPSLS 125	1,05	2	1470
CM2	LIROS PPSLS 125	1,05	2	1650
CM3	LIROS PPSLS 125	1,05	2	2020
CM4	LIROS PPSLS 125	1,05	2	2020
CM5	LIROS PPSLS 125	1,05	2	2320
CM6	LIROS PPSLS 125	1,05	2	2320
CR1	LIROS PPSLS 150	1,2	2	4650
CR2	LIROS PPSLS 150	1,2	2	4200
CR3	LIROS PPSLS 150	1,2	2	3850
D1	LIROS PPSLS 60	0,76	2	698
D7	LIROS PPSLS 60	0,76	2	779
D8	LIROS PPSLS 60	0,76	2	764
D9	LIROS PPSLS 60	0,76	2	795
D10	LIROS PPSLS 60	0,76	2	843
D11	LIROS PPSLS 60	0,76	2	924
D12	LIROS PPSLS 60	0,76	2	908
D13	LIROS PPSLS 60	0,76	2	942
D14	LIROS PPSLS 60	0,76	2	993
DM3	LIROS PPSLS 125	1,05	2	2020
DM4	LIROS PPSLS 125	1,05	2	2020
DM5	LIROS PPSLS 125	1,05	2	2320
DM6	LIROS PPSLS 125	1,05	2	2320
F1	LIROS PPSLS 125	1,05	2	840
F2	LIROS PPSLS 125	1,05	2	829
F3	LIROS PPSLS 125	1,05	2	860
F4	LIROS PPSLS 125	1,05	2	881
F5	LIROS PPSLS 125	1,05	2	956
F6	LIROS PPSLS 125	1,05	2	1884
F7	LIROS PPSLS 125	1,05	2	1870
F8	LIROS PPSLS 125	1,05	2	1995
F9	LIROS PPSLS 125	1,05	2	2133
F10	LIROS PPSLS 125	1,05	2	2257
F11	LIROS PPSLS 125	1,05	2	2550
FM2	LIROS PPSLS 125	1,05	2	920
FM1	LIROS PPSLS 125	1,05	2	2600
FR	LIROS PPSLS 260	1,58	2	2780

Prymus 5 L

Name	Line reference	Diameter / mm	Number of lines	Length / mm
A1	LIROS PPSLS 60	0,76	2	686
A2	LIROS PPSLS 60	0,76	2	774
A3	LIROS PPSLS 125	1,05	2	514
A4	LIROS PPSLS 125	1,05	2	562
A5	LIROS PPSLS 125	1,05	2	500
A6	LIROS PPSLS 125	1,05	2	564
A7	LIROS PPSLS 125	1,05	2	725
A8	LIROS PPSLS 125	1,05	2	706
A9	LIROS PPSLS 125	1,05	2	725
A10	LIROS PPSLS 125	1,05	2	765
A11	LIROS PPSLS 125	1,05	2	842
A12	LIROS PPSLS 125	1,05	2	818
A13	LIROS PPSLS 125	1,05	2	848
A14	LIROS PPSLS 125	1,05	2	900
AM1	LIROS PPSLS 125	1,05	2	1520
AM2	LIROS PPSLS 125	1,05	2	1705
AM3	LIROS PPSLS 125	1,05	2	2085
AM4	LIROS PPSLS 125	1,05	2	2085
AM5	LIROS PPSLS 125	1,05	2	2395
AM6	LIROS PPSLS 125	1,05	2	2395
AR1	LIROS PPSLS 150	1,2	2	4800
AR2	LIROS PPSLS 150	1,2	2	4340
AR3	LIROS PPSLS 260	1,58	2	3980
B1	LIROS PPSLS 60	0,76	2	671
B2	LIROS PPSLS 60	0,76	2	740
B3	LIROS PPSLS 125	1,05	2	500
B4	LIROS PPSLS 125	1,05	2	548
B5	LIROS PPSLS 125	1,05	2	470
B6	LIROS PPSLS 125	1,05	2	529
B7	LIROS PPSLS 125	1,05	2	668
B8	LIROS PPSLS 125	1,05	2	647
B9	LIROS PPSLS 125	1,05	2	661
B10	LIROS PPSLS 125	1,05	2	700
B11	LIROS PPSLS 125	1,05	2	774
B12	LIROS PPSLS 125	1,05	2	749
B13	LIROS PPSLS 125	1,05	2	779
B14	LIROS PPSLS 125	1,05	2	834
BM1	LIROS PPSLS 125	1,05	2	1520
BM2	LIROS PPSLS 125	1,05	2	1705
BM3	LIROS PPSLS 125	1,05	2	2085
BM4	LIROS PPSLS 125	1,05	2	2085
BM5	LIROS PPSLS 125	1,05	2	2395
BM6	LIROS PPSLS 125	1,05	2	2395
SM	LIROS PPSLS 125	1,05	2	970
STB	LIROS PPSLS 125	1,05	2	4865
BR1	LIROS PPSLS 150	1,2	2	4800
BR2	LIROS PPSLS 150	1,2	2	4340
BR3	LIROS PPSLS 260	1,58	2	3980
C1	LIROS PPSLS 60	0,76	2	678

Prymus 5 L

Name	Line reference	Diameter / mm	Number of lines	Length / mm
C2	LIROS PPSLS 60	0,76	2	760
C3	LIROS PPSLS 125	1,05	2	522
C4	LIROS PPSLS 125	1,05	2	579
C5	LIROS PPSLS 125	1,05	2	514
C6	LIROS PPSLS 125	1,05	2	577
C7	LIROS PPSLS 125	1,05	2	729
C8	LIROS PPSLS 125	1,05	2	715
C9	LIROS PPSLS 125	1,05	2	739
C10	LIROS PPSLS 125	1,05	2	780
C11	LIROS PPSLS 125	1,05	2	859
C12	LIROS PPSLS 125	1,05	2	837
C13	LIROS PPSLS 125	1,05	2	868
C14	LIROS PPSLS 125	1,05	2	922
CM1	LIROS PPSLS 125	1,05	2	1520
CM2	LIROS PPSLS 125	1,05	2	1705
CM3	LIROS PPSLS 125	1,05	2	2085
CM4	LIROS PPSLS 125	1,05	2	2085
CM5	LIROS PPSLS 125	1,05	2	2395
CM6	LIROS PPSLS 125	1,05	2	2395
CR1	LIROS PPSLS 150	1,2	2	4800
CR2	LIROS PPSLS 150	1,2	2	4340
CR3	LIROS PPSLS 150	1,2	2	3980
D1	LIROS PPSLS 60	0,76	2	724
D7	LIROS PPSLS 60	0,76	2	806
D8	LIROS PPSLS 60	0,76	2	791
D9	LIROS PPSLS 60	0,76	2	823
D10	LIROS PPSLS 60	0,76	2	872
D11	LIROS PPSLS 60	0,76	2	954
D12	LIROS PPSLS 60	0,76	2	937
D13	LIROS PPSLS 60	0,76	2	972
D14	LIROS PPSLS 60	0,76	2	1025
DM3	LIROS PPSLS 125	1,05	2	2085
DM4	LIROS PPSLS 125	1,05	2	2085
DM5	LIROS PPSLS 125	1,05	2	2395
DM6	LIROS PPSLS 125	1,05	2	2395
F1	LIROS PPSLS 125	1,05	2	871
F2	LIROS PPSLS 125	1,05	2	861
F3	LIROS PPSLS 125	1,05	2	894
F4	LIROS PPSLS 125	1,05	2	917
F5	LIROS PPSLS 125	1,05	2	996
F6	LIROS PPSLS 125	1,05	2	1955
F7	LIROS PPSLS 125	1,05	2	1940
F8	LIROS PPSLS 125	1,05	2	2069
F9	LIROS PPSLS 125	1,05	2	2211
F10	LIROS PPSLS 125	1,05	2	2337
F11	LIROS PPSLS 125	1,05	2	2637
FM2	LIROS PPSLS 125	1,05	2	950
FM1	LIROS PPSLS 125	1,05	2	2685
FR	LIROS PPSLS 260	1,58	2	2860

Prymus 5 XL

Name	Line reference	Diameter / mm	Number of lines	Length / mm
A1	LIROS PPSLS 60	0,76	2	723
A2	LIROS PPSLS 60	0,76	2	814
A3	LIROS PPSLS 125	1,05	2	539
A4	LIROS PPSLS 125	1,05	2	590
A5	LIROS PPSLS 125	1,05	2	522
A6	LIROS PPSLS 125	1,05	2	589
A7	LIROS PPSLS 125	1,05	2	758
A8	LIROS PPSLS 125	1,05	2	738
A9	LIROS PPSLS 125	1,05	2	758
A10	LIROS PPSLS 125	1,05	2	799
A11	LIROS PPSLS 125	1,05	2	882
A12	LIROS PPSLS 125	1,05	2	857
A13	LIROS PPSLS 125	1,05	2	888
A14	LIROS PPSLS 125	1,05	2	942
AM1	LIROS PPSLS 125	1,05	2	1585
AM2	LIROS PPSLS 125	1,05	2	1780
AM3	LIROS PPSLS 125	1,05	2	2175
AM4	LIROS PPSLS 125	1,05	2	2175
AM5	LIROS PPSLS 125	1,05	2	2500
AM6	LIROS PPSLS 125	1,05	2	2500
AR1	LIROS PPSLS 150	1,2	2	5010
AR2	LIROS PPSLS 150	1,2	2	4530
AR3	LIROS PPSLS 260	1,58	2	4150
B1	LIROS PPSLS 60	0,76	2	708
B2	LIROS PPSLS 60	0,76	2	780
B3	LIROS PPSLS 125	1,05	2	526
B4	LIROS PPSLS 125	1,05	2	575
B5	LIROS PPSLS 125	1,05	2	492
B6	LIROS PPSLS 125	1,05	2	553
B7	LIROS PPSLS 125	1,05	2	699
B8	LIROS PPSLS 125	1,05	2	677
B9	LIROS PPSLS 125	1,05	2	692
B10	LIROS PPSLS 125	1,05	2	731
B11	LIROS PPSLS 125	1,05	2	811
B12	LIROS PPSLS 125	1,05	2	785
B13	LIROS PPSLS 125	1,05	2	816
B14	LIROS PPSLS 125	1,05	2	873
BM1	LIROS PPSLS 125	1,05	2	1585
BM2	LIROS PPSLS 125	1,05	2	1780
BM3	LIROS PPSLS 125	1,05	2	2175
BM4	LIROS PPSLS 125	1,05	2	2175
BM5	LIROS PPSLS 125	1,05	2	2500
BM6	LIROS PPSLS 125	1,05	2	2500
SM	LIROS PPSLS 125	1,05	2	1010
STB	LIROS PPSLS 125	1,05	2	5075
BR1	LIROS PPSLS 150	1,2	2	5010
BR2	LIROS PPSLS 150	1,2	2	4530
BR3	LIROS PPSLS 260	1,58	2	4150
C1	LIROS PPSLS 60	0,76	2	716

Prymus 5 XL

Name	Line reference	Diameter / mm	Number of lines	Length / mm
C2	LIROS PPSLS 60	0,76	2	801
C3	LIROS PPSLS 125	1,05	2	550
C4	LIROS PPSLS 125	1,05	2	609
C5	LIROS PPSLS 125	1,05	2	539
C6	LIROS PPSLS 125	1,05	2	604
C7	LIROS PPSLS 125	1,05	2	764
C8	LIROS PPSLS 125	1,05	2	749
C9	LIROS PPSLS 125	1,05	2	773
C10	LIROS PPSLS 125	1,05	2	816
C11	LIROS PPSLS 125	1,05	2	900
C12	LIROS PPSLS 125	1,05	2	877
C13	LIROS PPSLS 125	1,05	2	910
C14	LIROS PPSLS 125	1,05	2	965
CM1	LIROS PPSLS 125	1,05	2	1585
CM2	LIROS PPSLS 125	1,05	2	1780
CM3	LIROS PPSLS 125	1,05	2	2175
CM4	LIROS PPSLS 125	1,05	2	2175
CM5	LIROS PPSLS 125	1,05	2	2500
CM6	LIROS PPSLS 125	1,05	2	2500
CR1	LIROS PPSLS 150	1,2	2	5010
CR2	LIROS PPSLS 150	1,2	2	4530
CR3	LIROS PPSLS 150	1,2	2	4150
D1	LIROS PPSLS 60	0,76	2	765
D7	LIROS PPSLS 60	0,76	2	845
D8	LIROS PPSLS 60	0,76	2	829
D9	LIROS PPSLS 60	0,76	2	861
D10	LIROS PPSLS 60	0,76	2	912
D11	LIROS PPSLS 60	0,76	2	1000
D12	LIROS PPSLS 60	0,76	2	982
D13	LIROS PPSLS 60	0,76	2	1018
D14	LIROS PPSLS 60	0,76	2	1073
DM3	LIROS PPSLS 125	1,05	2	2175
DM4	LIROS PPSLS 125	1,05	2	2175
DM5	LIROS PPSLS 125	1,05	2	2500
DM6	LIROS PPSLS 125	1,05	2	2500
F1	LIROS PPSLS 125	1,05	2	913
F2	LIROS PPSLS 125	1,05	2	904
F3	LIROS PPSLS 125	1,05	2	940
F4	LIROS PPSLS 125	1,05	2	965
F5	LIROS PPSLS 125	1,05	2	1049
F6	LIROS PPSLS 125	1,05	2	2049
F7	LIROS PPSLS 125	1,05	2	2034
F8	LIROS PPSLS 125	1,05	2	2167
F9	LIROS PPSLS 125	1,05	2	2312
F10	LIROS PPSLS 125	1,05	2	2442
F11	LIROS PPSLS 125	1,05	2	2751
FM2	LIROS PPSLS 125	1,05	2	990
FM1	LIROS PPSLS 125	1,05	2	2800
FR	LIROS PPSLS 260	1,58	2	2975

Prymus 5 XXL

Name	Line reference	Diameter / mm	Number of lines	Length / mm
A1	LIROS PPSLS 60	0,76	2	752
A2	LIROS PPSLS 60	0,76	2	847
A3	LIROS PPSLS 125	1,05	2	561
A4	LIROS PPSLS 125	1,05	2	614
A5	LIROS PPSLS 125	1,05	2	545
A6	LIROS PPSLS 125	1,05	2	615
A7	LIROS PPSLS 125	1,05	2	791
A8	LIROS PPSLS 125	1,05	2	770
A9	LIROS PPSLS 125	1,05	2	790
A10	LIROS PPSLS 125	1,05	2	833
A11	LIROS PPSLS 125	1,05	2	916
A12	LIROS PPSLS 125	1,05	2	890
A13	LIROS PPSLS 125	1,05	2	922
A14	LIROS PPSLS 125	1,05	2	978
AM1	LIROS PPSLS 125	1,05	2	1645
AM2	LIROS PPSLS 125	1,05	2	1845
AM3	LIROS PPSLS 125	1,05	2	2260
AM4	LIROS PPSLS 125	1,05	2	2260
AM5	LIROS PPSLS 125	1,05	2	2600
AM6	LIROS PPSLS 125	1,05	2	2600
AR1	LIROS PPSLS 150	1,2	2	5210
AR2	LIROS PPSLS 150	1,2	2	4705
AR3	LIROS PPSLS 260	1,58	2	4310
B1	LIROS PPSLS 60	0,76	2	737
B2	LIROS PPSLS 60	0,76	2	811
B3	LIROS PPSLS 125	1,05	2	547
B4	LIROS PPSLS 125	1,05	2	598
B5	LIROS PPSLS 125	1,05	2	514
B6	LIROS PPSLS 125	1,05	2	577
B7	LIROS PPSLS 125	1,05	2	730
B8	LIROS PPSLS 125	1,05	2	707
B9	LIROS PPSLS 125	1,05	2	722
B10	LIROS PPSLS 125	1,05	2	763
B11	LIROS PPSLS 125	1,05	2	843
B12	LIROS PPSLS 125	1,05	2	816
B13	LIROS PPSLS 125	1,05	2	847
B14	LIROS PPSLS 125	1,05	2	905
BM1	LIROS PPSLS 125	1,05	2	1645
BM2	LIROS PPSLS 125	1,05	2	1845
BM3	LIROS PPSLS 125	1,05	2	2260
BM4	LIROS PPSLS 125	1,05	2	2260
BM5	LIROS PPSLS 125	1,05	2	2600
BM6	LIROS PPSLS 125	1,05	2	2600
SM	LIROS PPSLS 125	1,05	2	1050
STB	LIROS PPSLS 125	1,05	2	5275
BR1	LIROS PPSLS 150	1,2	2	5210
BR2	LIROS PPSLS 150	1,2	2	4705
BR3	LIROS PPSLS 260	1,58	2	4310
C1	LIROS PPSLS 60	0,76	2	746

Prymus 5 XXL

Name	Line reference	Diameter / mm	Number of lines	Length / mm
C2	LIROS PPSLS 60	0,76	2	835
C3	LIROS PPSLS 125	1,05	2	573
C4	LIROS PPSLS 125	1,05	2	635
C5	LIROS PPSLS 125	1,05	2	564
C6	LIROS PPSLS 125	1,05	2	632
C7	LIROS PPSLS 125	1,05	2	798
C8	LIROS PPSLS 125	1,05	2	783
C9	LIROS PPSLS 125	1,05	2	807
C10	LIROS PPSLS 125	1,05	2	851
C11	LIROS PPSLS 125	1,05	2	936
C12	LIROS PPSLS 125	1,05	2	912
C13	LIROS PPSLS 125	1,05	2	945
C14	LIROS PPSLS 125	1,05	2	1002
CM1	LIROS PPSLS 125	1,05	2	1645
CM2	LIROS PPSLS 125	1,05	2	1845
CM3	LIROS PPSLS 125	1,05	2	2260
CM4	LIROS PPSLS 125	1,05	2	2260
CM5	LIROS PPSLS 125	1,05	2	2600
CM6	LIROS PPSLS 125	1,05	2	2600
CR1	LIROS PPSLS 150	1,2	2	5210
CR2	LIROS PPSLS 150	1,2	2	4705
CR3	LIROS PPSLS 150	1,2	2	4310
D1	LIROS PPSLS 60	0,76	2	796
D7	LIROS PPSLS 60	0,76	2	883
D8	LIROS PPSLS 60	0,76	2	866
D9	LIROS PPSLS 60	0,76	2	899
D10	LIROS PPSLS 60	0,76	2	951
D11	LIROS PPSLS 60	0,76	2	1040
D12	LIROS PPSLS 60	0,76	2	1021
D13	LIROS PPSLS 60	0,76	2	1057
D14	LIROS PPSLS 60	0,76	2	1114
DM3	LIROS PPSLS 125	1,05	2	2260
DM4	LIROS PPSLS 125	1,05	2	2260
DM5	LIROS PPSLS 125	1,05	2	2600
DM6	LIROS PPSLS 125	1,05	2	2600
F1	LIROS PPSLS 125	1,05	2	950
F2	LIROS PPSLS 125	1,05	2	942
F3	LIROS PPSLS 125	1,05	2	980
F4	LIROS PPSLS 125	1,05	2	1008
F5	LIROS PPSLS 125	1,05	2	1096
F6	LIROS PPSLS 125	1,05	2	2137
F7	LIROS PPSLS 125	1,05	2	2121
F8	LIROS PPSLS 125	1,05	2	2258
F9	LIROS PPSLS 125	1,05	2	2408
F10	LIROS PPSLS 125	1,05	2	2539
F11	LIROS PPSLS 125	1,05	2	2857
FM2	LIROS PPSLS 125	1,05	2	1030
FM1	LIROS PPSLS 125	1,05	2	2910
FR	LIROS PPSLS 260	1,58	2	3080

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Line and Riser Measurements of flight test Paraglider (1)

Report No. :	PG_1395.2018	Sample name:	Prymus 5 S	Date measure:	21.12.2018	Place:	Villeneuve
Manufacturer:	Sol Paragliders	S/N:	20746	Responsible:	Claude Thurnheer	Linked:	ISO 71.8.1

Total line length including risers [mm]

Main brake line with diff color than A,B,C main line? **No**

		A			B			C			D			E			Stab			Brake			+strap
		Manu (2)	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
Center	1	7335	7331	-4	7273	7269	-4	7351	7343	-8	7451	7447	-4							7643	7657	14	
	2	7286	7285	-1	7222	7218	-4	7301	7296	-5	7401	7398	-3							7357	7369	12	
	3	7258	7256	-2	7194	7191	-3	7271	7269	-2	7368	7366	-2							7235	7249	14	
	4	7280	7280	0	7217	7213	-4	7291	7288	-3	7383	7381	-2							7101	7113	12	
	5	7251	7248	-3	7190	7185	-5	7264	7256	-8	7353	7348	-5							6979	6992	13	
	6	7215	7214	-2	7155	7153	-2	7225	7220	-5	7306	7300	-6							6992	7006	14	
	7	7196	7193	-3	7141	7138	-3	7202	7196	-6	7276	7268	-8							6979	6990	11	
	8	7215	7212	-3	7160	7158	-2	7215	7206	-9	7291	7285	-6							6909	6921	12	
	9	7138	7130	-8	7105	7099	-6	7147	7137	-10	6658	6656	-2							6888	6898	10	
	10	7077	7071	-6	7050	7045	-5	7088	7084	-4										6860	6874	14	
	11	6963	6957	-6	6950	6944	-6	6976	6973	-3										6872	6884	12	
	12	6917	6912	-5	6905	6901	-4	6922	6919	-3													
	13	6708	6701	-7	6675	6673	-3	6692	6689	-3													
	14	6626	6622	-5	6610	6610	0	6616	6613	-3													
	15																						
	16																						
Wing	17																						
tip	18																						

Stab line to riser: **B**

Number Cell: **39**
Weight of the glider [kg]: **5.02**

Tolerance [mm] (4): **±15**

Riser measurement - total length (inner edge) [mm] (3)

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim
	A	551	455	n/a
	A'	553	486	n/a
	B	556	490	n/a
	C	553	553	n/a
	D			n/a
	Acc	96	*[mm]	
	Trimmer	n/a	[mm]	

Total length (no carabiner or connect)	Risers	Std	Acc
	A	520	424
	A'	522	455
	B	525	459
	C	522	522
	D		
	Acc	96	*[mm]
	Trimmer	n/a	[mm]

No. of risers 3
Tolerance [mm] 5

Carabiner [mm] 31
Tolerance [mm] 2

*Travel range (distance between A and rear riser)

Acc system configuration max travel



Another trim configuration No
If yes (description):

Test Atmosphere AGL

Pressure [hPa]	973.6+
Humidity [%]	40
Temperature [°C]	20.6

Plausibility check :

[mm]	500	500
[mm]	10000	10001

Remark:

Instrument validity

	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm] 3

Present inspection's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above. The validation of this report is given by the signature of the test manager on inspection certificate 71.8.1

(1)Total length measured from the underside of the glider to the inner edge of the risers with a tenstion of 50 [N]. Measured values do not include the uncertainty/The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The measured values lies within the assigned range of values with a probability of 95%. (2) Manu=Values from manufacturer, Sample=Measured by inspector.

(3) Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. (4)Tolerance line and riser is +/-15 [mm]

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Line and Riser Measurements of flight test Paraglider (1)

Report No. :	PG_1380.2018	Sample name:	Prymus 5 M	Date measure:	21.12.2018	Place:	Villeneuve
Manufacturer:	Sol Paragliders	S/N:	20680	Responsible:	Claude Thurnheer	Linked:	ISO 71.8.1

Total line length including risers [mm]

Main brake line with diff color than A,B,C main line? **No**

		A			B			C			D			E			Stab			Brake			+strap
		Manu (2)	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
Center	1	7575	7580	5	7511	7512	1	7592	7589	-3	7695	7695	-1							7903	7913	10	
	2	7525	7528	3	7459	7461	2	7541	7540	-1	7644	7644	0							7610	7624	14	
	3	7496	7500	4	7430	7436	6	7510	7510	0	7610	7612	2							7486	7500	14	
	4	7519	7526	7	7454	7458	4	7531	7533	2	7626	7627	1							7348	7358	10	
	5	7490	7492	2	7427	7432	5	7503	7501	-2	7595	7593	-2							7223	7232	9	
	6	7452	7454	2	7390	7394	4	7463	7464	1	7547	7545	-2							7237	7250	13	
	7	7433	7435	2	7376	7380	4	7440	7436	-5	7516	7515	-1							7223	7233	10	
	8	7452	7453	1	7396	7399	3	7453	7447	-6	7531	7529	-2							7148	7159	11	
	9	7371	7370	-1	7337	7336	-1	7383	7381	-2	6877	6876	-2							7127	7135	8	
	10	7309	7310	1	7281	7282	1	7322	7321	-1										7096	7107	11	
	11	7190	7188	-2	7177	7177	0	7206	7204	-2										7107	7118	11	
	12	7143	7143	0	7131	7132	1	7151	7151	0													
	13	6927	6928	1	6894	6893	-1	6912	6909	-3													
	14	6842	6848	6	6827	6829	2	6833	6832	-2													
	15																						
	16																						
Wing	17																						
tip	18																						

Stab line to riser: **B**

Number Cell: **39**
Weight of the glider [kg]: **5.26**

Tolerance [mm] (4): **±15**

Riser measurement - total length (inner edge) [mm] (3)

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim
	A	555	452	n/a
	A'	555	485	n/a
	B	557	489	n/a
	C	557	557	n/a
	D			n/a
	Acc	103	*[mm]	
	Trimmer	n/a	[mm]	

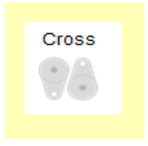
Total length (no carabiner or connect)	Risers	Std	Acc
	A	524	421
	A'	524	454
	B	526	458
	C	526	526
	D		
	Acc	103	*[mm]
	Trimmer	n/a	[mm]

No. of risers 3
Tolerance [mm] 5

Carabiner [mm] 31
Tolerance [mm] 2

*Travel range (distance between A and rear riser)

Acc system configuration max travel



Another trim configuration No
If yes (description):

Test Atmosphere AGL

Pressure [hPa]	976.7
Humidity [%]	40
Temperature [°C]	20.1

Plausibility check :

[mm]	500	500
[mm]	10000	10001

Remark:

Instrument validity

	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm] 3

Present inspection's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above. The validation of this report is given by the signature of the test manager on inspection certificate 71.8.1

(1)Total length measured from the underside of the glider to the inner edge of the risers with a tenstion of 50 [N]. Measured values do not include the uncertainty/The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The measured values lies within the assigned range of values with a probability of 95%. (2) Manu=Values from manufacturer, Sample=Measured by inspector.

(3) Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. (4)Tolerance line and riser is +/-15 [mm]

PRYMUS 5

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Line and Riser Measurements of flight test Paraglider (1)

Report No. : PG_1396.2018 | Sample name: Prymus 5 L | Date measure: 14.12.2018 | Place: Villeneuve
Manufacturer: Sol Paragliders | S/N: 20745 | Responsible: Claude Thurnheer | Linked: ISO 71.8.1

Total line length including risers [mm]

Main brake line with diff color than A,B,C main line? No

		A			B			C			D			E			Stab			Brake			+strap
		Manu (2)	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
Center	1	7809	7803	-6	7743	7742	-1	7825	7822	-3	7932	7929	-4							8155	8170	15	
	2	7757	7755	-3	7688	7689	1	7771	7769	-2	7879	7875	-4							7855	7870	15	
	3	7727	7726	-1	7658	7660	2	7740	7736	-4	7844	7837	-8							7729	7747	18	
	4	7751	7749	-2	7683	7684	1	7762	7760	-2	7861	7856	-6							7587	7608	21	
	5	7721	7719	-2	7656	7659	3	7733	7729	-4	7829	7823	-6							7458	7477	19	
	6	7681	7683	2	7617	7622	5	7692	7689	-3	7780	7780	-1							7473	7493	20	
	7	7662	7663	1	7603	7607	4	7668	7663	-6	7748	7746	-2							7458	7474	16	
	8	7681	7681	0	7624	7626	2	7682	7677	-5	7763	7760	-3							7379	7397	18	
	9	7596	7593	-3	7561	7559	-2	7610	7607	-4	7088	7089	1							7356	7369	13	
	10	7532	7529	-3	7502	7500	-2	7547	7543	-4										7323	7340	17	
	11	7409	7409	0	7395	7394	-2	7427	7422	-5										7333	7349	16	
	12	7361	7362	1	7347	7345	-2	7370	7365	-5													
	13	7138	7137	-2	7104	7103	-1	7124	7125	1													
	14	7050	7053	3	7035	7038	3	7042	7043	1													
	15																						
	16																						
Wing	17																						
tip	18																						

Stab line to riser: B

Number Cell: 39
Weight of the glider [kg]: 5.68

Tolerance [mm] (4): ±15

Riser measurement - total length (inner edge) [mm] (3)

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim
	A	553	457	n/a
	A'	554	489	n/a
	B	558	492	n/a
	C	555	555	n/a
	D			n/a
	Acc	96	*[mm]	
	Trimmer	n/a	[mm]	

Total length (no carabiner or connect)	Risers	Std	Acc
	A	521	425
	A'	522	457
	B	526	460
	C	523	523
	D		
	Acc	96	*[mm]
	Trimmer	n/a	[mm]

No. of risers: 3
Tolerance [mm]: 5

Carabiner [mm]: 32
Tolerance [mm]: 2

*Travel range (distance between A and rear riser)

Acc system configuration max travel

Cross



Another trim configuration: No
If yes (description):

Test Atmosphere AGL

Pressure [hPa]	972.6
Humidity [%]	38
Temperature [°C]	20.5

Plausibility check :

[mm]	500	501
[mm]	10000	10001

Remark:

Instrument validity

	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm]: 3

Present inspection's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above. The validation of this report is given by the signature of the test manager on inspection certificate 71.8.1

(1)Total length measured from the underside of the glider to the inner edge of the risers with a tenstion of 50 [N]. Measured values do not include the uncertainty/The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The measured values lies within the assigned range of values with a probability of 95%. (2) Manu=Values from manufacturer, Sample=Measured by inspector.

(3) Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. (4)Tolerance line and riser is +/-15 [mm]

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Line and Riser Measurements of flight test Paraglider (1)

Report No. : PG_1397.2018 | Sample name: Prymus 5 XL | Date measure: 29.12.2018 | Place: Villeneuve
Manufacturer: Sol Paragliders | S/N: 20709 | Responsible: Claude Thurnheer | Linked: ISO 71.8.1

Total line length including risers [mm]

Main brake line with diff color than A,B,C main line? No

		A			B			C			D			E			Stab			Brake			+strap
		Manu (2)	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
Center	1	8126	8124	-3	8057	8058	1	8143	8141	-3	8255	8252	-3							8499	8509	10	
	2	8072	8072	0	8000	8003	3	8088	8088	0	8200	8194	-6							8190	8204	14	
	3	8041	8043	2	7969	7971	2	8055	8056	1	8164	8161	-3							8060	8076	16	
	4	8066	8069	3	7995	7995	0	8078	8077	-1	8182	8182	-1							7915	7935	20	
	5	8033	8033	0	7965	7969	4	8049	8046	-3	8149	8142	-7							7782	7799	17	
	6	7992	7992	0	7926	7930	4	8006	8005	-1	8098	8093	-5							7797	7815	18	
	7	7972	7973	1	7911	7915	4	7982	7978	-4	8066	8064	-2							7781	7798	17	
	8	7992	7992	0	7933	7935	2	7997	7993	-4	8082	8078	-4							7697	7716	19	
	9	7906	7903	-4	7870	7869	-1	7922	7918	-4	7378	7381	3							7672	7688	16	
	10	7839	7836	-4	7809	7810	1	7857	7855	-2										7636	7649	13	
	11	7712	7708	-4	7697	7696	-1	7732	7730	-2										7645	7656	11	
	12	7661	7654	-7	7648	7646	-2	7673	7670	-3													
	13	7428	7428	0	7394	7395	1	7415	7415	0													
	14	7337	7338	1	7322	7328	6	7330	7335	5													
	15																						
	16																						
Wing	17																						
tip	18																						

Stab line to riser: B

Number Cell: 39
Weight of the glider [kg]: 6.10

Tolerance [mm] (4): ±15

Riser measurement - total length (inner edge) [mm] (3)

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim
	A	551	455	n/a
	A'	553	487	n/a
	B	556	491	n/a
	C	553	553	n/a
	D			n/a
	Acc	96	*[mm]	
	Trimmer	n/a	[mm]	

Total length (no carabiner or connect)	Risers	Std	Acc
	A	519	423
	A'	521	455
	B	524	459
	C	521	521
	D		
	Acc	96	*[mm]
	Trimmer	n/a	[mm]

No. of risers: 3
Tolerance [mm]: 5

Carabiner [mm]: 32
Tolerance [mm]: 2

*Travel range (distance between A and rear riser)

Acc system configuration max travel

Cross



Another trim configuration: No
If yes (description):

Test Atmosphere AGL

Pressure [hPa]	988.3
Humidity [%]	40
Temperature [°C]	18.8

Plausibility check :

[mm]	500	500
[mm]	10000	10001

Remark:

Instrument validity

	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm]: 3

Present inspection's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above. The validation of this report is given by the signature of the test manager on inspection certificate 71.8.1

(1)Total length measured from the underside of the glider to the inner edge of the risers with a tenstion of 50 [N]. Measured values do not include the uncertainty/The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The measured values lies within the assigned range of values with a probability of 95%. (2) Manu=Values from manufacturer, Sample=Measured by inspector.

(3) Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. (4)Tolerance line and riser is +/-15 [mm]



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