



ICARO
Pavilion²



MANUAL

Version 1/2023

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Congratulations on buying your
PANDION 2
and welcome to the family
of ICARO - pilots!

Before you get to know your glider please read the manual, there is important information inside.

Your PANDION 2 is pattern tested in B.

Therefore, the glider is a “paraglider with good passive safety and forgiving flight characteristics. It is relatively resistant to abnormal flight conditions. It is suitable for pilots who have regular flying experience and advanced aeronautical knowledge and should have at least around 20-30 flight hours per year

The flight maneuvers during the certification process should not be overrated. Certification results provide only little information when you are flying in thermally active and turbulent air because the glider classifications serve to inform solely regarding the performance of a paraglider during extreme flight maneuvers in stable air conditions.

The use of this paraglider is entirely at your own risk. It may be only used for those purposes described in this manual.

It is strictly prohibited to fly the PANDION 2

- ***under the influence of drugs or alcohol,***
- ***in insufficient experience or training of pilots,***
- ***without guilty license,***
- ***beyond the minimum and maximum recommended Take Off- Weight,***
- ***with damaged glider, lines, risers, or harness***
- ***in the rain, in snow, in the clouds and fog and in turbulent weather condition and with passengers.***

Our products are made with great care and state of the art. Each glider before it is delivered to the dealer or flight school is checked by ICARO paragliders (incoming test). This date is entered in the identification plate and as well guarantee as the first 2-year-check period starts. The incoming test must also be documented in the manual. Test flights are made only on a random basis.

Every new ICARO paraglider must be checked again for correct basic settings by the dealer or the flying school by means of a test flight, pulling up on the practice slope, etc. before delivery and this date must be entered on the nameplate of the paraglider. From this point in time, both the period for the first 2-year check and the term of the guarantee begins. The use of this paraglider is entirely at your own risk. Every pilot bears the responsibility of his/her own safety.

In order to get to know your glider, we recommend that you practice with your glider on the ground. Pulling up in flat gradients is great practice for fine tuning

your launch techniques. Here you can get to learn the reactions of your glider without any stress and hectic. Ground practice pays off in the air.

All technical data and instructions were drawn up with great care. ICARO paragliders cannot be made responsible for any possible errors in this manual.

Important information in this manual is written in ***fat cursive writing***.

Any important changes to this manual will be published in our homepage (www.icaro-paragliders.de).

Should you decide to sell this glider later, please pass on this manual to the new owner.

Each alteration of the glider (lines, canopy, and riser) is dangerous, and reactions of the glider are not predictable. Your glider will lose its pattern test result and guarantee.

You can only fly your glider with a valid flying license and in accordance with local rules and regulations.

The manufacturer or distributor assumes no responsibility for accidents occurring while using it.

Every pilot must ensure that the glider is properly checked at regular intervals.

Many countries have specific regulations or laws regarding paragliding activity. It's your responsibility to know and observe the regulations of the region where you fly.

We would like to point out that despite careful editing, all information in this manual is provided without guarantee and that ICARO Paragliders and the author cannot accept any liability.

Environmental aspects:

The materials of which a paraglider is made require a special waste disposal. So please send disused gliders back to us. We will care about a professional waste disposal without costing for you.


Please do our nature-near sport in a way which does not stress nature and environment!

Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

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To get to know your **PANDION 2**

Allowed for training		yes			
Certified / allowed for aerobatics		no / no			
Certified / allowed for flying with passengers		no/ no			
Certified / allowed for towing		yes			
Certified / allowed for flying with motor drive		no / no			
		XS	S	M	L
Certification LTF/ EN		B	B	B	B
Certification number		DHV-GS-01-2839-23	DHV-GS-01-2838-23	DHV-GS-01-2827-23	DHV-GS-01-2840-23
Number of cells		42	42	42	42
Number of miniribs		40	40	40	40
Number of risers		3+1	3+1	3+1	3+1
Weight	kg	4,0	4,3	4,6	4,8
Wing Area flat	m ²	22	24	25,5	28
Wing Area projected	m ²	18,7	20,5	22,3	24,2
Wingspan flat	m	11	11,5	11,8	12,4
Wingspan projected	m	8,5	8,9	9,3	9,7
Aspect Ratio		5,5	5,5	5,5	5,5
Aspect Ratio projected		3,9	3,9	3,9	3,9
Weight range	kg	55 - 75	70-90	85-105	95 - 120
Max. accelerating	mm	120	120	120	120
Horizontal distance of the main karabiners (recommended)	kg	< 80	80 - 100	> 100	
	cm	38 - 42	42 -46	46 - 50	
Recommended storage temperature	degree Celsius + 5 ⁰ bis + 30 ⁰				
Recommended storage humidity	relatively humidity 55% bis 75%				
24 months or 150 operating hours, depending on what occurs sooner.					

With the PANDION 2 we have succeeded in creating a worthy successor to our PANDION. The completely redesigned wing flies even easier, has significantly more power and yet even more passive safety characteristics than its predecessor. Even in rougher conditions the PANDION 2 gives a lot of smoothness, no matter if with open brake or fully accelerated. Our new PANDION 2 is a symbiosis between safety, performance, and dynamics, making it ideal for stress-free flying.

Target group and flight requirements

For ambitious beginner pilots who attach particular importance to the highest possible passive equipment safety paired with appealing performance in this glider category, the PANDION 2 is already excellently suited as safe initial paragliding equipment due to its simple launch behavior. Back-riders from higher classes and less experienced pilots will also appreciate the performance of the glider.

With the PANDION 2, we have placed special emphasis on the manageability of the descent aids. No pilot must compromise when it comes to a quick descent. The ears simply fold back with one pull on the split A-risers, the sink rate increases significantly, and spirals are particularly easy to enter and exit.

In normal flight, the flight and control characteristics of the PANDION 2 require mastery of the flight techniques taught in basic training. For safe thermal flights, mastery of active flying is essential. In the event of malfunctions, it is advantageous to have the theoretical knowledge learned in training to avoid and control malfunctions.

Therefore, it is recommended to learn and practice both malfunction avoidance and rapid descent techniques during safety training.

The PANDION 2 is neither suitable nor certified for aerobatics.

Canopy

The revised canopy concept with modified wing curvature and a leading edge with slightly modified openings enabled a performance-optimized profile. This makes the PANDION 2 more powerful and yet even safer than its predecessor. Different sail material on the top and bottom sail, the mini ribs on the leech as well as new rods in the nose make the leading edge more stable, also the weight was noticeably reduced as a result.

The advantages that this new profile offers the pilot are:

- The canopy launches better and easier,
- A better dynamic pressure is achieved over the entire angle of attack range, because: the higher this is, the more stable the canopy is also over the entire speed range.
- The glider stalls later, giving the pilot a larger control line range.
- In high-speed flight, the profile has a higher shape fidelity than conventional profiles and
- The reduced drag gives better glide and climb performance.

Lines

The entire line system is formed from individual lines, which are sewn and looped at both ends. The lines and stitching are subject to rigorous production controls, to ensure high and consistent manufacturing quality.

Upon delivery, the PANDION 2 is provided with an “anchor stitch” trim loop on the C level. These are used to compensate for the unavoidable changes in length of the lines, which depend, among other things, on climatic conditions, the storage of the glider, maneuvers, the type of line used, etc. As a rule, the A and B planes stretch slightly due to the higher load in the front area of the canopy, while the C-level mostly remains unchanged or even shrinks a little under certain circumstances. This makes the glider a little slower due to the higher angle of attack.



The first signs of a trim change are

- worse start
- changed flight behavior, the glider is slower and more sluggish or
- tending to deep stall when flying with big ears.

After the first 15 to 20 flight hours, the lines stretch or shrink the most, so ICARO Paragliders recommends carrying out an initial trim check by an authorized workshop.

But even later, the lines either become shorter or longer, which also depends on the flying style, maneuvers, and general handling of the paraglider (care, storage).

If one of these possibilities occurs, we recommend opening the trim loops on the C level step by step to counteract these effects (first, instead of the anchor stitch, use a double loop. If nothing changes in the above properties, then open the double loop and hang the line in the line lock).



If there is still no improvement, the glider must be checked and measured by qualified personnel. He has the option of either trimming the canopy without changing the lines or, in the worst case, replacing the affected lines with new ones.

It is imperative to ensure that the line locks are securely and firmly seated. If you are not sure or have any questions, please contact your dealer.

The PANDION 2 is delivered from the factory with the best **brake position** for most pilots. But tall or short pilots, or those with a harness with non-standard attachment points might consider it necessary to change the position of the brake handles.

If the brakes are to be shortened, it is extremely important to avoid the adjustment affecting the glider's trim speed. There must always be some slack in the brakes when they are fully released.

This can be checked with the glider inflated above the pilot's head. There should be a noticeable bow in the brake lines, and the brakes should be having no effect on the shape of the trailing edge.

If the brake lines are to be lengthened, it is important to ensure that the pilot can still stall the canopy (i.e., during extreme manoeuvres or landing) without the need to take wraps.

If you need to change the brake line lengths, do it maximum 5 cm at a time, and check it at an easy training hill. Check especially that both lines are the same length, as any asymmetry will lead to tiring and possible dangerous flying characteristics.

Risers

The Glider has 3-fold risers with separated A-risers an acceleration system which will be activated with a foot bar. The risers are signified. The main break line comes through a return pulley; the handle of the main break line is mounted on the C- riser. The acceleration system is mounted on the A- riser.

To fix it with the foot bar you must connect the brummel hooks of the foot bar with the brummel hook of the acceleration system.

How to vary the speed of the glider

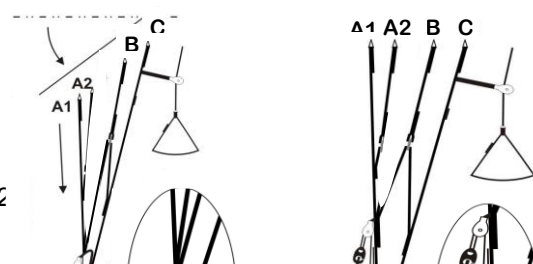
The glider has an acceleration system which will be activated with a foot bar and no trimmer.

Acceleration system

When flying normal all risers have the same length. When using the accelerator system, the risers are shortened by a constructive exactly defined length.

Therefore, the angle of attack of the canopy is smaller and speed increases.

The length of the accelerator is adjusted to the left and right of the foot pedal so



that when your leg is fully extended, then the acceleration is at maximum – both rollers are touching.

Please pay attention that the glider will not be pre-accelerated, while the accelerator is loosened, when the acceleration ropes are set too short. Assembling the accelerator is reliant upon the harness, e.g., numbers of return pulleys, rope guide ...

The more turbulent the weather conditions and when near the ground, the less acceleration should be used.

Do not use the acceleration system and brakes at the same time! It is very dangerous to use both simultaneously as it can result in serious collapses.

Flying with the **PANDION 2**

Harness

The **PANDION 2** is certified for use with harnesses GH type. Practically all modern harnesses are GH type harnesses. Older harnesses with fixed cross belts (GX type) are not certified and should not be used.

The adjustment of the harness chest strap controls the distance between karabiners and affects the handling and stability of the glider.

Excessive tightening the chest strap increases stability but also the risk of twists following glider collapse, and it also increases the frequency of getting collapses due to poor feedback from the glider.

The risk of twisting is also strongly affected by the seating position of pilot.

Flying in a laid back (reclined) position makes it much more difficult to react in time to prevent riser twisting. With the chest strap in a more closed position the glider also has more tendency to maintain a stable spiral, lengthening of the chest strap gives more feedback from the glider but decreases stability.

ICARO paragliders recommends following settings:

Take-off weight	< 80kg	80 kg -100 kg	> 100kg
Horizontal distance of the main karabiners	38 cm – 42 cm	42 cm – 46 cm	46 cm – 50 cm

Flight preparation

- When choosing an area to lay out the glider before launching, try to find somewhere that is relatively free of stones and sharp rocks. Pay particular attention to the top surface, where the canopy touches the ground.
- Never step on your glider – stepping on it will weaken the cloth.
- We recommend keeping an eye on other pilots, spectators, and smoking people near of the glider. Many of them do not appreciate the fragility of the lines and cloth.

- Whilst unfolding your paraglider check the canopy and cell walls for damage. Always take into consideration that the paraglider may have become damaged during transportation.
- Make sure that no sand, stones, or snow get inside the canopy as the extra weight collected in the trailing edge may slow down or even stall the glider. Sharp edges damage the canopy.
- Check the lines for knots, twisting and damage, the brake lines for knots, kinks and their symmetric. Loose or incorrect brake knots can cause serious accidents through loss of the steering of the glider!
- Separate the line groups carefully and bring the risers in order. All lines must run freely from harness to canopy. It is equally important that the lines are unhindered and cannot get caught up during the launch.
- There should not be any lines underneath the canopy. If the lines wrap around the canopy, this can result in injury or death!
- Check the rescue system (handle's pins fixed in the loops and the closed cover of your harness).
- Check your harness and make sure that all connections to pilot are correctly closed. Check that all karabiners are closed and can not be opened accidentally in flight and the risers are not twisted.
- Check canopy (all cells are open), wind direction and airspace.

Do not launch if there are any defects!!!

Launch preparations

Before every launch you should carry out the standard 5-point checking procedure. Do the checks following the same sequence every time.

- Helmet, harness, carbines closed.
- Lines, risers, and accelerator, ok?
- Leading edge open?
- Wind direction and strength, ok?
- Airspace and start area, ok?

Launch

The most important thing during the take-off is, like at all other gliders too, not the force but the constancy of the pull.

At the start advice to fix the accelerator with the Velcro which is attached at the front of the sitting board, in order to avoid tripping while pulling up the glider or when starting up.

Hold only the middle A risers and the handles of the brakes. When you pull on the A-risers, the lines in the middle of the wing should be under tension before the lines on the wing ends. This ensures an even easier start. Use progressive pressure on the A risers and the energy of our own bodies weight until the wing is fully inflated overhead. The canopy is inflated quickly due to the super short lines. When there is no pull from the lines and the wing is overhead, use slight pressure on the brake. Look up and make sure that the canopy is fully inflated. After a few accelerating steps and at the same time let go of the brakes gently, you will take off. Then use slight pressure again on the brakes to fly at a speed with minimal sink rate.

When there is strong wind the reverse launch technique is recommended. Holding the brakes, turn around to face the wing passing one set of risers over your head as you turn. We suggest building a "wall" by partially inflating your glider on the ground, thus sorting out the lines thoroughly.

By towing by winch there are no special techniques needed.

Avoid large brake inputs until you are reasonably high if course correction is necessary close to the ground. Do not try to climb steeply during the first part of the tow.

Active flying

Active flying in normal flight means that the wing is always kept at a safe angle of attack and, if possible, vertically above the pilot. The moving air affecting the wing often changes the angle of attack in an unwanted way. When flying into an upwind the paraglider often bucks, the wing drops back, the angle of attack increases, getting closer to a stall. In upwind the canopy pitches forward, the angle of attack is reduced and there is the risk of a collapse. Both can occur symmetrically, on both sides or asymmetrically, on one side only. It is impossible to control the angle of attack by looking to the canopy. Look in the direction you are flying, changes in the horizon inform the pilot about the canopy's movements.

Braking is also an absolute must! If the canopy pitches forward, the angle of attack decreases. In the case of strong forward pitching there is a risk of the canopy collapsing due to its insufficient angle of attack. The pilot must therefore prevent the canopy from pitching forward by pulling the controls down on both sides. Inversely, the angle of attack increases if the wing drops back behind the pilot, e.g. when entering into a thermal. The canopy is closer to stalling.

In these flight situations a significant braking movement by the pilot can lead to a spin or a stall. When the wing drops back, the pilot therefore must not brake and/or if the pilot is already holding the controls low, he must release them accordingly.

Any change in the angle of attack immediately transfers in to a change in the control pressure of the brakes. The control pressure presents the pilot with immediate information on the angle of attack and on what the canopy is doing or about to do.

Flying with accelerator

When using the accelerator, be careful. The accelerator should be employed, to compensate for high angles of attack and the associated potential risk of a stall.

Do not step too quickly because your glider will dive down from the strong change in angle of attack. Put equal pressure on the speed bar with your feet until the pulley touches the A-riser, and the glider will quickly gain speed and the sink speed remains very moderate from beginning up to full speed.

The more turbulent the weather conditions and when near the ground, the less acceleration should be used. Using the accelerator decreases the angle of attack and can make the glider more prone to collapse.

Do not use the acceleration system and brakes at the same time! It is very dangerous to use both simultaneously as it can result in serious collapses.

Turning

A combined steering technique is suitable for every situation. The glider is agile and reacts to steering impulses quickly and directly. Strong, one-sided pulling of

the brakes brings the glider into an obvious side angle and the glider flies fast steep curves until spiral dive begins.

If the brake lines are pulled too fast or too far the glider will be stalled!

A one-sided stall is signaled clearly by: The curves inner side of the wing is getting soft, and nearly stops. In this case you have to release the brake lines!

Landing

Always stand up in the harness in the landing position very early to be able to react as fast as possible to sudden events. Set up your final landing leg to face into the wind to minimize groundspeed. If you leave the inflated leading-edge bang on the ground, this can cause the cell walls to burst!

Do not brake too much, to avoid a stall of the glider in this very low altitude! Do not reduce height by “pumping” with the brakes.

Descent techniques

The methods described here can stress the material and structure of the paraglider and the pilot to their physical and psychological limits. They should therefore only be used for training and in emergency situations.

- ***Training of descent techniques and simulation of flight incidents (SFI) should only take place at professional safety training seminars with professional trainer and only while flying over water.***
- ***Before inducing any exercise control the airspace beneath.***
- ***During the exercises stay in contact with the canopy.***
- ***If the glider is out of control, use your reserve parachute.***

Big & Small Ears

The aim of this exercise is to descend in strong thermals. Only take the outer lines of the A-risers in your hand, without releasing the brakes and pull down leaving it run through your hands (use gloves!). Sink rate increases but not the forward speed. If you use the acceleration system, then higher sink speeds can be achieved. Reopen the wing by pushing up with your hands and if necessary, then pump the brakes with short symmetric movements. For directional control while using the big ears, you should use weight shift.

Never attempt tight turns or spirals with Big Ears, as the A-lines will be overstressed.

B-Line-Stall

B-Line-Stall is not so effective, furthermore stresses the material of the glider and reduces operating life of the canopy.

To enter and hold a B-line-stall requires considerable strength.

It is very dangerous performing a B-line-stall incorrectly and following errors must be avoided:

- ***pulling too far on the B-line-stall aid, so that the A-lines are pulled too,***
- ***exit is too slow,***
- ***releasing the B-line-stall aid without simultaneously pushing up with your hands,***

- ***using brakes during or directly after exiting,***
- ***Brakes must not be shortened by twisting around your hand during the exercise.***

Spiral Dive

With stronger, one-sided control line pull and corresponding weight shifting, the paraglider takes on a clear lateral inclination and flies fast, steep turns, which can continue up to a spiral dive. When initiating a turn, always release the outer brake line completely and allow the glider time to absorb the turning movement.

Once you are in the spiral, take a neutral pilot position by taking back the weight shifted to the inside of the turn. Apply the outer brake so strongly that the glider cannot accelerate any further. In the spiral phase the inner brake remains static (only minor corrections), via the outer brake you control the spiral (steeper or flatter). If the glider slows down, release the brake a little, if it speeds up, apply the outer brake more. Try to keep the pressure on the inner brake relatively constant.

To exit the turn, shift your weight slightly to the outside, release the inside brake in a controlled manner and gently apply the brakes on the outside of the turn until you notice that the glider starts to straighten up. Reduce the turn energy in circles until the canopy is normally above you.

Here is a summary of the most important points:

- Initiate in a controlled manner and do not pull through abruptly. If the steering lines are pulled through too far or too fast, there is a risk of stall. Note that control pressures in a spiral dive are much higher than in normal flight.
- If the outside brake is not applied enough, the glider can go into a very steep spiral, because on the one hand it is not prevented from "going on the nose", and on the other hand the outer wing is prevented from collapsing, which would normally dampen a too aggressive acceleration and transition into the spiral dive.
- If you spiral stably under unfavorable conditions, the spiral dive must be actively rejected. This is done by decisively breaking the outer side of the turn in addition to shifting your weight outwards until you notice that the glider starts to straighten up. Then brake again sensitively on the inside of the turnover several turns until normal flight is achieved. During this process the glider can pitch forward strongly, and you must slow it down with dosed use of the brakes.
- Always check the sink rate! Do not put weight in the spiral as well but follow the centrifugal force. The sink rates in the spiral can be very high and therefore also the g-load for the body. Depending on the physical constitution, this can also lead to unconsciousness. If there are any signs of dizziness or blackout, immediately exit the spiral in a controlled manner.
- Only fly the spiral dive if you have mastered this maneuver and it is necessary.
- ***With high sink rates, make sure that the wing turns and pitches further forward, so that you must pull the wing harder.***

Wingover

The **PANDION 2** is an agile glider, and it is quite easy to get to an excessively high angle of bank in just a few turns. Practice wingovers gently at first, as there is a chance of quite large collapses at high bank angles.

What happens when it happens?

Knots and tangles

The best way to avoid knots and tangles is to inspect the lines before you inflate the wing for take-off. If you notice a knot before, take off, immediately stop running and do not take-off.

If you have taken-off with a knot you will have to correct the drift by leaning on the opposite side of the knot and gently apply the brake line on that side too. You can gently try to pull on the brake line to see if the knot becomes unfastened or try to identify the line with the knot in it. Try to pull the identified line to see if the knot releases. If the knot is too tight and you cannot remove it, carefully and safely fly to the nearest landing place.

Be very careful when trying to remove a knot. When there are knots in the lines or when they are tangled, do not pull too hard on the brake lines, there is an increased risk of the wing to stalling or negative turn being initiated.

Deep / Parachute Stall

Your glider has been carefully designed to resist entering deep stall. Before exiting a deep stall, please ensure that the brakes are fully released. Actively exit the deep stall by reaching up and push forward with both palms on the A-risers or pull on them. Avoid flying in very humid air or in rain. A wet canopy may have very unpredictable flying characteristics, one of which is a radically increased risk of deep stall.

Never pull the brake-lines during a parachute stall because the glider would go into a full stall immediately. If you find yourself flying in unavoidable rain, we strongly recommend that you avoid any sudden movements or radical brake line input, that you do not pull Big Ears or B-Line-Stall, and that you steer clear of turbulence and avoid a deep flare on landing.

Asymmetric Collapse

While flying in turbulent conditions it may occur that a portion of your glider deflates. However, just like in flying in turbulences, please pull gently on both brakes. Re-inflation is speeded up by counteracting the turning movement of the canopy until normal forward flight return. Then pump the brake line on the collapsed side.

If the canopy is in front of the pilot after an asymmetrical collapse, the pilot must immediately and decisively break down the open side to prevent an uncontrolled rotation. The same rule applies here: If the wing is ahead, braking is a must. Sometimes, however, the angle of attack on the open, not-collapsed side is relatively high and the wing is behind the pilot. Then a significant control movement would cause a stall and its potentially extreme reactions.

If the collapsed part of the canopy is very big, you have to brake the open side very dosed (not too much!) to avoid a stall.

Symmetric Collapse

Your PANDION 2 normally re-inflates promptly in a symmetric collapse without pilot input. Applying the brakes symmetrically will speed things up.

Emergency Steering

Should it no longer be possible to steer your glider, for example due to a broken line, the glider may be steered by gently pulling on either rear riser.

By steering this way airspeed is reduced hardly. Therefore, for landing you must change to the rear risers to control your glider. Handling will be more direct so being careful not to pull too hard.

Negative Spin

If the pilot abruptly applies full brake to one side of the glider while the other side is at zero brake, the faster side may fly around the braked and stalled side resulting in a spin. Alternatively, if flying very slowly with almost full brakes on both sides, if one hand releases one brake suddenly, while the other continues with full brake, the glider may enter a negative spin. To exit a spin just do “hands up” to release the brakes and the glider will return to normal flight.

If you do not have control over your glider and you are running out of altitude, immediately deploy your reserve parachute.

Front stall

After a front stall of the canopy, the wing moves backwards while the pilot with his higher mass moves further ahead. Wing behind, pilot ahead, significantly high angle of attack – there is only one thing to do:

Do not brake or you run the risk of a dangerous stall.

The pilot must not pull the control lines before the canopy is at least above him again. If the canopy then shoots forward dynamically, it is vital to stop the motion in a consistent and decisive manner via the brakes.

Full Stall

Spin and full stall are both dangerous and somewhat unpredictable exercises. Do not stall or spin your paraglider on purpose.

To initiate a full stable stall, apply both brakes to maximum arm extension. If possible, grasp the seat of your harness to assist keeping your arms locked. The pilot will swing back under the canopy and finally the canopy will stabilize to a full stall. Once in a stable stall, the exercise can be completed. Release the brakes just a little and let the glider fill until it regains shape. Then release the brakes fully and your glider will return to normal flight.

It is imperative that the pilot fully completes this exercise and holds on, as a premature release while the glider is still falling back may cause the glider to rapidly dive ahead past the pilot. There is a possibility of the pilot landing in or entangling in the glider.

Care instructions, repairs, inspection

Care Instructions

- A new wing supplied from the factory is often compressed hard. The compression serves to reduce shipping costs but should not be repeated once the wing has been unpacked and flown for the first time.
- Note that the glider bag should not be used as a seat.
- Even with good care and maintenance, just like any item exposed to the elements, your glider can wear out after a certain amount of use. This can change flight behavior and safety. We recommend a regular safety inspection of the canopy and all lines.
- If you clean your glider, it is best to use warm water and a soft sponge.
- Store your glider in a dry and dark place, ideally between 5° and 30° Celsius and humidity between 55 and 65%. Do not store it near chemicals or petrol.
- If you will not fly for longer period, store the glider releasing all compression straps and take it out of its backpack so that the fabric is not compressed, creased or stretched.
- Avoid storing your glider for days at a time in a hot car.
- Unpack your paraglider shortly before launch and pack away immediately after landing to avoid any unnecessary UV exposure.
- When unfolding the paraglider ensure that neither the canopy nor the lines become too dirty. Dirt particles can damage the material and lines.
- Never use chemical cleaning agents, brushes, or hard sponges on the material, as these destroy the coating and affect the strength of the cloth. The canopy will become porous and will lose structural strength.
- Never attempt to clean your paraglider in a washing machine. Even without using detergents the simple mechanical abrasion will quickly finish the canopy and render it useless.
- If you are flying near the sea most the wing may age faster because the air is humid and salty. In this case we suggest you have it checked more often than prescribed in this manual.
- Also avoid dipping it in a swimming pool; the chlorine will damage the cloth.
- If you must rinse or clean your glider do so with fresh water. Frequent cleaning will accelerate the ageing process.
- If the glider has become wet, lay it out so that air can get to all areas of the fabric.
- After landings in trees or on water you should check the length of the lines and the canopy.
- Flying all the descent or acrobatic exercises will not normally pose a structural problem but freestyle training accelerates the ageing process dramatically.
- There is no special method packing your glider. ICARO paragliders commends the "Cell to Cell-method bag because the reinforcements of the leading edge stay flex-free on top of each other and do not fold.

- When folding your glider make sure that there are no insects inside the canopy. Many insect species contain acids that could damage the cloth. Grasshoppers gnaw their way out of a folded canopy, making it full of holes in the process.
- When you did not fly for a longer period ICARO commends to check the glider (e.g., mildew stains, splice of the lines, corrosion of the shackles and carabines). If you are not convinced of the glider's airworthiness, please send your glider to an authorized ICARO dealer to check your glider. The same is commended for harnesses.

Repairs

Only use original ICARO parts for repairing your glider. If you don't you lose the warranty for your glider.

Small holes in the canopy (max. 20x20 mm) can be repaired by the pilot by using self-adhesive sailcloth on both sides of the perforation.

Damage to the lines or any other repairs should only be carried out at an authorized ICARO center.

If your glider needs to be repaired, please contact your local ICARO paragliders dealer.

Inspection

It is important to have your glider inspected by a trained ICARO technician, but it is also allowed to check your glider for yourself.

In the annex you find the regulations for checks of certified gliders and items to perform a paraglider inspection you need.

Inspection interval

24 months or **150** operating hours, depending on what occurs sooner.

Without regular certified inspections, your glider will lose its pattern test result and warranty.

ICARO recommends having wings that are often used for training of descent exercises, acrobatics or flying in salty or sandy conditions subjected to checkups all 100 operating hours or 12 months.

It is also important, that ground handling also will be considered. All gliders, especially gliders manufactured with light and thin material are mechanically more stressed than other gliders. Therefore, ICARO recommends multiplying ground handling time with the factor 1, 5.

Not only gliders have a recurrent inspection interval. Airworthiness of harnesses and rescue systems must also be verified. Generally, it is recommended to change aluminum snap hooks after 24 months or 200 operating hours.

According to German and Austrian aeronautical legislation the owner of a glider can check the airworthiness by his own or order a third person (for example manufacturer/importer) to do this.

To perform your own airworthiness check, ICARO paragliders must give you a briefing. Should you decide to check the wing by yourself you must make sure that our guidelines are adhered to. Failing to do so will void the certification.

ICARO paragliders highly recommend that you let the manufacturer or authorized supplier/ person do the check of airworthiness.

All inspections and repairs must be documented (manual page 2).

Terms of the warranty

ICARO warranty covers the cost of materials and workmanship on gliders accepted by ICARO paragliders to fall under the warranty.

Paragliders: **24** month or **150** operating hours, depending on what is first

Harnesses and rescue systems: **24** months

Warranty is only valid for ICARO products with LTF/ EN certification.

What is covered by the warranty?

Provided that ICARO paragliders accept the fault the warranty contains all necessary spare parts related to the replacement or repair of defective parts and working time.

ICARO paragliders accept no freight costs (outbound and return transportation).

What are the conditions of the warranty?

Provided that ICARO paragliders accept the fault, the warranty contains all necessary spare parts related to the replacement or repair of defective parts and working time.

- ICARO paragliders needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The glider/ harness/ rescue system was used in normal circumstances and maintained according to the instructions. This includes the careful drying, cleaning and storage.
- The glider/ harness/ rescue system was used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.
- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by ICARO paragliders company / person and properly documented.
- The online form on www.icaro-paragliders.com must be sent at least 6 weeks after buying to ICARO paragliders.

What is excluded from warranty?

- Gliders and harnesses that are used for training purposes, Acro or other official competitions,
- Gliders / harnesses who were involved in an accident,
- Rescue equipment, which has been thrown for an emergency,
- Gliders / harnesses and rescue equipment, which have been changed by yourself,
- Gliders / harnesses and rescue equipment that were not purchased from an authorized dealer / flight school,
- Gliders / harnesses and rescue equipment where the required inspection intervals were not met, and the verification of the glider was not conducted by a ICARO paragliders authorized operation / person.
- Damage which has occurred due to improper treatment (i.e., storage in humidity, heat or direct sunlight)
- Parts that need to be replaced due to normal wear and tear,

- Discoloration of the cloth material used,
- Damage caused by solvents, salt water, insects, sun, sand, humidity or “debag-jumps”.
- Damage caused by force majeure.
- Damage caused by the motor (Oil, fuel, damage in cause of the prop) and towing by winch.

In case of a concluded claim the period of warranty carries on. The period of warranty and the connected claim are not prolonged and are only valid until the original date of expiry. The freight costs (transport to and from) are not paid by ICARO paragliders.

In conclusion

The satisfaction of our customers is the first priority of our efforts. Therefore, we are open to all suggestions for improvement and constructive criticism from you because only then can we incorporate them into our new products. We also want to be able to inform you at any time about current technical innovations as well as information about your paraglider. However, we can only do this if you register with ICARO Paragliders by means of a warranty registration.

You can find this on our homepage at www.icaro-paragliders.com.

Annex

Warranty Card

Please fill in the guarantee card which you find on our homepage www.icaro-paragliders.com and send it.

Users needs for Inspections.

You will need the following items to perform a paraglider inspection:

- Standardized inspection report
- Porosity meter
- Spring scale
- Equipment for measuring line lengths.
- Equipment for line strength testing
- Sewing machine
- Big, clean, and bright room

Technical specifications about your glider (type, serial number, size, and year of production). Please call ICARO Paragliders for information.

A three-week course at ICARO Paragliders, specified to a glider type together with a legal flight license is the necessary prerequisites for permission to inspect ICARO Paragliders.

Inspection Instructions

Record Information

Spread out your paraglider in a big bright room and make a note of information such as model, type and serial number.

Porosity Test

Use your porosity meter to perform porosity checks at 4 different places of the canopy. The results are recorded in the inspection protocol and are to be evaluated according to the internal guidelines of the workshop.

Visual Control of the Canopy

Hang up the canopy so that you can do a visual check of your canopy. Check for perforations in the upper and lower sailcloth, damaged stitching between the cells, and damage to the leading/trailing edge reinforcements. Each cell must be checked.

Visual Control of the Risers and Lines

Check the risers, the trimmers, the stitching at each line loop, the brake lines, all seams, and line contact points. Each line must be measured and inspected for kinks.

Strength test of the lines

One complete A-and B- line must be removed, measured, and submitted to a strength test. The measured value of each individual line must be noted in the inspection protocol. The minimum of the line's strength is 125% of the normative guidelines.

Measurement of the lines

Measure every single line while stressing it with defined tractive force (5daN). The results are recorded in the inspection protocol and are to be evaluated according to the internal guidelines of the workshop. For all information about the lines (single length, total length, mechanical strength) please call ICARO paragliders, office@icaro-paragliders.com

Assessment

The measurements of all procedures are noted in the inspection protocol. When all facts have been recorded, the technician must make a general assessment. Check the backpack for damage to the zips, seams and straps and repair if necessary, with a sewing machine.

General Remarks

Any other repairs, corrections etc. to the general condition of the paraglider must be evaluated. A copy of the results of each inspection must be sent on to ICARO Paragliders.

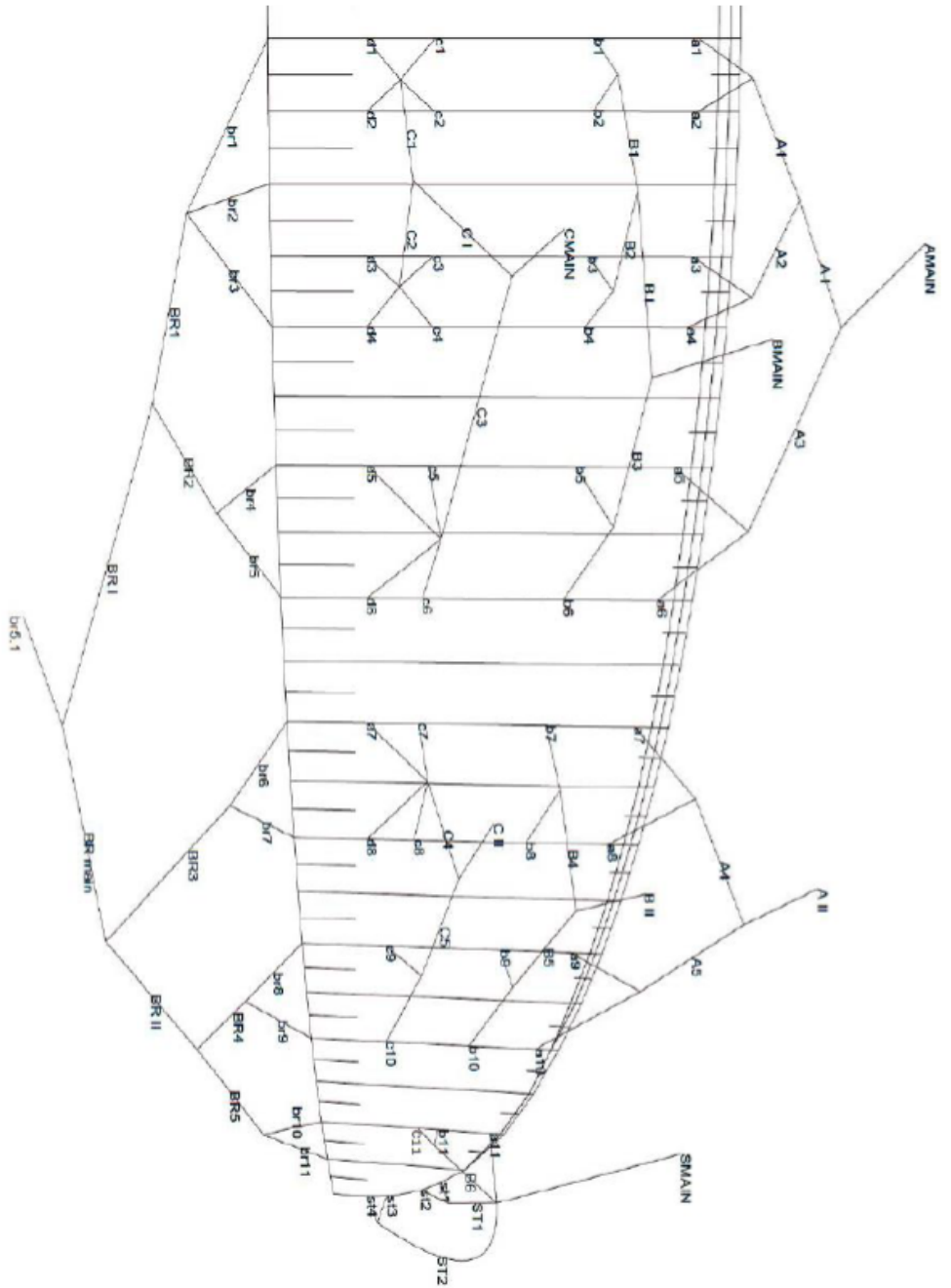
The technician must report any unusual faults to ICARO Paragliders within 3 days.

Inspection Reference

Only an authorized technician who has been trained by ICARO Paragliders is authorized to sign and date the glider type label and sign the manual.

Line Name all sizes

Rib	A - LINES						
2	a1			AI	amain		
3	a2	A1					
5	a3						
6	a4	A2					
8	a5	A3					
10	a6						
12	a7	A4					
14	a8	A5					
16	a9						
18	a10						
20	a11						
22	st1	ST1					
Rib	B - LINES						
2	b1			BI	bmain		
3	b2	B1					
5	b3						
6	b4	B2					
8	b5	B3					
10	b6						
12	b7	B4		BII			
14	b8						
16	b9	B5					
18	b10						
20	b11	B6	ST1				
22	st2						
Rib	C - LINES						
2	c1			CI	cmain		
3	c2	C1					
5	c3						
6	c4	C2					
8	c5	C3					
10	c6						
12	c7	C4					
14	c8						
16	c9	C5					
18	c10						
20	c11						
22	st3	ST2					
Rib	D - LINES						
2	d1						
3	d2						
5	d3						
6	d4						
8	d5						
10	d6						
12	d7						
14	d8						
22	st4						
Rib	BR - LINES						
r 2	br1					BRI	br5.1
r 4	br2	BR1					
r 6	br3						
r 8	br4	BR2					
r 10	br5						
r 12	br6	BR3		BRII			
r 14	br7						
r 16	br8	BR4					
r 18	br9						
r 20	br10						
r 21	br11	BR5					



Partlist



STÜCKLISTE PANDION 2 ALL SIZE

	Bezeichnung	Type	Material	Oberfläche	Abmessung	Hersteller
Tragegurt	Fangleinenschloss	Triangel	Edelstahl	Edelstahl	d = 3,5 cm	Maillon
	Leinensammler	Clip	Kunststoff			
	Schlaufenband	Schiffchenware	Nylon		12,5 mm	Schmahl
	Faden	TEX 138	Polyester			A & E
Leinen	Stammleine	TSL 380 TSL 280	Aramid	ummantelt	d = 2,2 mm d = 1,8 mm	Liros
	Mittelleine 1. Gabel	TSL 190 PPSL 120	Aramid	ummantelt	d = 1,55 mm d = 1,2 mm	Liros
	Galerieleine 2. Gabel	DSL 70	Dyneema	ummantelt	d = 0,95 mm	Liros
Bremse	Stammleine	DSL 350	Dyneema	ummantelt	d = 2,0 mm	Liros
	Mittelleine 1. Gabel	TSL 140	Dyneema	ummantelt	d = 1,3 mm	Liros
	Galerie 2. Gabel	DSL 70	Dyneema	ummantelt	d = 0,95 mm	Liros
Tuch	Obersegel	SKYTEX 38	Nylon	beschichtet		SKYTEX
	Untersegel	MJTEX 32	Nylon	beschichtet		MJTEX
	Profile	SKYTEX 32 hard	Nylon	beschichtet		
	Profilverstärkung	Nylon Webbing	Nylon		d = 2,7 mm	
	Faden	TEX 45	Polyester			A & E
	Einfassband	NCV 20 mm Mylar Tape	Mylar		20 mm, 90g	Porcher Marine

ICARO paragliders

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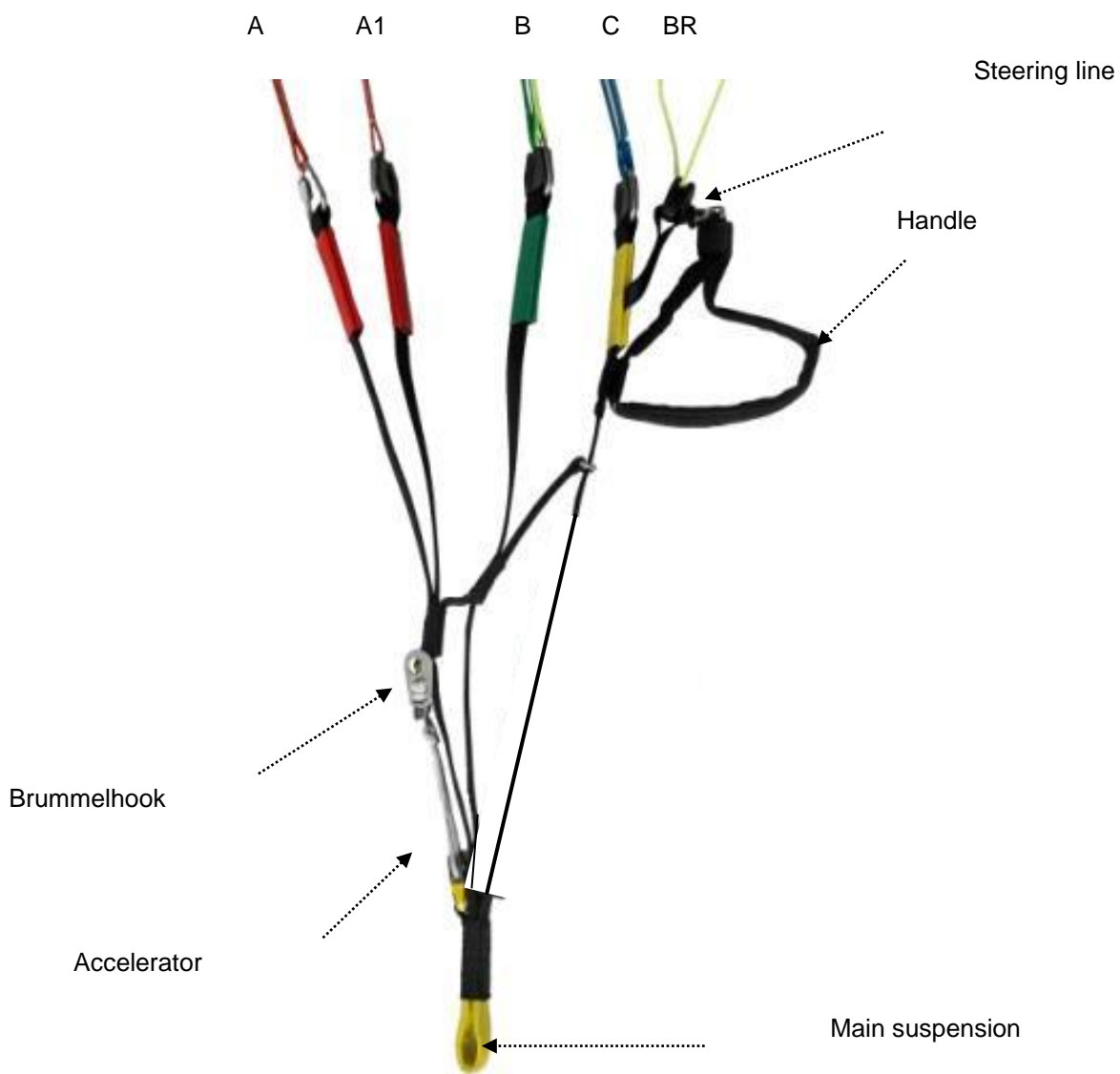
Email: office@icaro-paragliders.com



ICARO Paragliders
a brand of FLY & MORE GmbH,
Hochries Str. 1, 83126 Flintsbach, Germany

Wolfgang Kaiser (CEO)

Description of the riser



All sizes

Riser not accelerated (mm)

A1	A2	B	C
520	520	520	520

Riser accelerated (mm)

A1	A2	B	C
400	400	425	520

Line length and material

Leinenlängen und -typen PANDION 2 "XS"

Line LENGTH				Line TYPE				
Rib	A - LINES			Checking	Rib	A - LINES		
2	636			6595	2	DSL 70		
3	594	1647	1979	6551	3	DSL 70	PPSL 120	TSL 190
5	594			6506	5	DSL 70		
6	623	1602	2355	6533	6	DSL 70	PPSL 120	TSL 380
8	1416	2728		6482	8	DSL 70	PPSL 120	
10	1447			6512	10	DSL 70		
12	1342	1976		6399	12	DSL 70	PPSL 120	
14	1261		3095	6315	14	DSL 70		TSL 380
16	1104	2025		6207	16	DSL 70	PPSL 120	
18	1027			6128	18	DSL 70		
20	1326			5922	20	DSL 70		
22	234	965		5790	22	DSL 70	DSL 70	
Rib	B - LINES			Checking	Rib	B - LINES		
2	581			6539	2	DSL 70		
3	535	1647	1979	6492	3	DSL 70	PPSL 120	TSL 190
5	533			6445	5	DSL 70		
6	563	1602	2355	6473	6	DSL 70	PPSL 120	TSL 380
8	1356	2728		6423	8	DSL 70	PPSL 120	
10	1396			6460	10	DSL 70		
12	1299	1976		6355	12	DSL 70	PPSL 120	
14	1230		3094	6285	14	DSL 70		TSL 280*
16	1093	2025		6196	16	DSL 70	PPSL 120	
18	1023			6124	18	DSL 70		
20	188	1130	4601	5910	20	DSL 70	DSL 70	PPSL 120
22	226			5780	22	DSL 70		
Rib	C - LINES			Checking	Rib	C - LINES		
2	807			6625	2	DSL 70		
3	752	1506	1971	6568	3	DSL 70	PPSL 120	TSL 190
5	730			6519	5	DSL 70		
6	755	1480	2370	6543	6	DSL 70	PPSL 120	TSL 280* *cowboy loop
8	1028	3132		6498	8	DSL 70	PPSL 120	
10	1063			6531	10	DSL 70		
12	1013	2324		6418	12	DSL 70	PPSL 120	
14	951		3109	6354	14	DSL 70		TSL 280* *cowboy loop
16	962	2236		6277	16	DSL 70	PPSL 120	
18	881			6193	18	DSL 70		
20	201			5923	20	DSL 70		
22	169	1039		5798	22	DSL 70	DSL 70	
Rib	D - LINES			Checking	Rib	D - LINES		
2	891			6705	2	DSL 70		
3	839			6651	3	DSL 70		
5	812			6597	5	DSL 70		
6	834			6618	6	DSL 70		
8	1115			6582	8	DSL 70		
10	1143			6607	10	DSL 70		
12	1071			6472	12	DSL 70		
14	1007			6406	14	DSL 70		
22	203			5829	22	DSL 70		
Rib	BR - LINES			Checking	Rib	BR - LINES		
r 2	1791			7334	r 2	DSL 70		
r 4	1481	1412		7022	r 4	DSL 70	DSL 70	
r 6	1402		2287	6941	r 6	DSL 70		TSL 140
r 8	1122	1539		6791	r 8	DSL 70	DSL 70	
r 10	1167			6833	r 10	DSL 70		
r 12	973	1965	1854	6665	r 12	DSL 70	DSL 70	DSL 350
r 14	940			6630	r 14	DSL 70		
r 16	921	735	1884	6590	r 16	DSL 70	DSL 70	TSL 140
r 18	882		1214	6549	r 18	DSL 70		DSL 70
r 20	275			6513	r 20	DSL 70		
r 21	267	1306		6503	r 21	DSL 70	DSL 70	

Leinenlängen und -typen PANDION 2 "S"

Line LENGTH				Line TYPE				
Rib	A - LINES			Checking	Rib	A - LINES		
2	663			6881	2	DSL 70		
3	620	1719	2064	6836	3	DSL 70	PPSL 120	TSL 190
5	620			6789	5	DSL 70		
6	650	1672	2457	6817	6	DSL 70	PPSL 120	TSL 380
8	1477	2847		6764	8	DSL 70	PPSL 120	
10	1510			6795	10	DSL 70		
12	1391	2061		6667	12	DSL 70	PPSL 120	
14	1306		3229	6580	14	DSL 70		TSL 380
16	1142	2112		6468	16	DSL 70	PPSL 120	
18	1062			6385	18	DSL 70		
20	1383			6180	20	DSL 70		
22	244	1007		6042	22	DSL 70	DSL 70	
Rib	B - LINES			Checking	Rib	B - LINES		
2	606			6824	2	DSL 70		
3	558	1719	2064	6774	3	DSL 70	PPSL 120	TSL 190
5	556			6725	5	DSL 70		
6	588	1672	2457	6755	6	DSL 70	PPSL 120	TSL 380
8	1415	2847		6702	8	DSL 70	PPSL 120	
10	1456			6741	10	DSL 70		
12	1356	2061		6632	12	DSL 70	PPSL 120	
14	1284		3228	6558	14	DSL 70		TSL 280*
16	1140	2112		6466	16	DSL 70	PPSL 120	
18	1068			6391	18	DSL 70		
20	196	1179	4801	6167	20	DSL 70	DSL 70	PPSL 120
22	235			6032	22	DSL 70		
Rib	C - LINES			Checking	Rib	C - LINES		
2	837			6908	2	DSL 70		
3	780	1572	2056	6849	3	DSL 70	PPSL 120	TSL 190
5	756			6798	5	DSL 70		
6	783	1544	2472	6823	6	DSL 70	PPSL 120	TSL 280* *cowboy loop
8	1068	3268		6776	8	DSL 70	PPSL 120	
10	1104			6810	10	DSL 70		
12	1057	2425		6697	12	DSL 70	PPSL 120	
14	993		3243	6631	14	DSL 70		TSL 280* *cowboy loop
16	1004	2333		6550	16	DSL 70	PPSL 120	
18	919			6463	18	DSL 70		
20	209			6180	20	DSL 70		
22	177	1084		6050	22	DSL 70	DSL 70	
Rib	D - LINES			Checking	Rib	D - LINES		
2	925			6992	2	DSL 70		
3	870			6935	3	DSL 70		
5	842			6879	5	DSL 70		
6	865			6900	6	DSL 70		
8	1159			6863	8	DSL 70		
10	1188			6890	10	DSL 70		
12	1118			6754	12	DSL 70		
14	1050			6684	14	DSL 70		
22	211			6083	22	DSL 70		
Rib	BR - LINES			Checking	Rib	BR - LINES		
r 2	1869			7653	r 2	DSL 70		
r 4	1546	1473		7328	r 4	DSL 70	DSL 70	
r 6	1463		2386	7243	r 6	DSL 70		TSL 140
r 8	1171	1605		7086	r 8	DSL 70	DSL 70	
r 10	1217			7130	r 10	DSL 70		
r 12	1016	2051		6955	r 12	DSL 70	DSL 70	DSL 350
r 14	981			6919	r 14	DSL 70		
r 16	961	767	1965	6876	r 16	DSL 70	DSL 70	TSL 140
r 18	921		1267	6834	r 18	DSL 70		DSL 70
r 20	287			6796	r 20	DSL 70		
r 21	278	1362		6785	r 21	DSL 70	DSL 70	

Leinenlängen und -typen PANDION 2 "M"

Line LENGTH				Line TYPE				
Rib	A - LINES			Checking	Rib	A - LINES		
2	699			7176	2	DSL 70		
3	654	1790	2150	7129	3	DSL 70	PPSL 120	TSL 190
5	654			7080	5	DSL 70		
6	685	1741	2559	7109	6	DSL 70	PPSL 120	TSL 380
8	1547	2965		7054	8	DSL 70	PPSL 120	
10	1581			7086	10	DSL 70		
12	1465			6961	12	DSL 70	PPSL 120	
14	1376	2147	3363	6870	14	DSL 70		TSL 380
16	1206			6753	16	DSL 70	PPSL 120	
18	1122	2200		6667	18	DSL 70		
20	1441			6437	20	DSL 70		
22	254	1049		6294	22	DSL 70	DSL 70	
Rib	B - LINES			Checking	Rib	B - LINES		
2	631			7108	2	DSL 70		
3	581	1790	2150	7056	3	DSL 70	PPSL 120	TSL 190
5	579			7005	5	DSL 70		
6	612	1741	2559	7036	6	DSL 70	PPSL 120	TSL 380
8	1474	2965		6981	8	DSL 70	PPSL 120	
10	1517			7022	10	DSL 70		
12	1412	2147		6908	12	DSL 70	PPSL 120	
14	1337		3362	6831	14	DSL 70		TSL 280*
16	1188	2200		6735	16	DSL 70	PPSL 120	
18	1112			6657	18	DSL 70		
20	204	1228	5001	6424	20	DSL 70	DSL 70	PPSL 120
22	245			6283	22	DSL 70		
Rib	C - LINES			Checking	Rib	C - LINES		
2	881			7205	2	DSL 70		
3	821	1637	2142	7143	3	DSL 70	PPSL 120	TSL 190
5	797			7090	5	DSL 70		
6	825	1608	2574	7116	6	DSL 70	PPSL 120	TSL 280* *cowboy loop
8	1121	3404		7067	8	DSL 70	PPSL 120	
10	1159			7103	10	DSL 70		
12	1096	2526		6971	12	DSL 70	PPSL 120	
14	1029		3377	6902	14	DSL 70		TSL 280* *cowboy loop
16	1041	2430		6818	16	DSL 70	PPSL 120	
18	952			6727	18	DSL 70		
20	218			6438	20	DSL 70		
22	184	1129		6302	22	DSL 70	DSL 70	
Rib	D - LINES			Checking	Rib	D - LINES		
2	972			7292	2	DSL 70		
3	915			7233	3	DSL 70		
5	886			7175	5	DSL 70		
6	910			7197	6	DSL 70		
8	1216			7158	8	DSL 70		
10	1246			7186	10	DSL 70		
12	1159			7030	12	DSL 70		
14	1089			6958	14	DSL 70		
22	220			6336	22	DSL 70		
Rib	BR - LINES			Checking	Rib	BR - LINES		
r 2	1947			7972	r 2	DSL 70		
r 4	1610	1534		7633	r 4	DSL 70	DSL 70	
r 6	1524		2485	7545	r 6	DSL 70		TSL 140
r 8	1220	1672		7381	r 8	DSL 70	DSL 70	
r 10	1268			7427	r 10	DSL 70		
r 12	1058	2136	2015	7245	r 12	DSL 70	DSL 70	DSL 350
r 14	1022			7207	r 14	DSL 70		
r 16	1001	799	2047	7163	r 16	DSL 70	DSL 70	TSL 140
r 18	959		1319	7119	r 18	DSL 70		DSL 70
r 20	299			7079	r 20	DSL 70		
r 21	290	1419		7068	r 21	DSL 70	DSL 70	

Leinenlängen und -typen PANDION 2 "L"

Line LENGTH

Line TYPE

Rib	A - LINES		Checking
2	725		7447
3	679	1857 2231	7398
5	679		7347
6	711	1806 2655	7377
8	1605	3076	7320
10	1641		7353
12	1530	2228	7233
14	1437	3489	7138
16	1261	2283	7017
18	1174		6928
20	1495		6680
22	264	1088	6531

Rib	A - LINES		
2	DSL 70		
3	DSL 70	PPSL 120	TSL 190
5	DSL 70		
6	DSL 70	PPSL 120	TSL 380
8	DSL 70	PPSL 120	
10	DSL 70		
12	DSL 70	PPSL 120	
14	DSL 70		TSL 380
16	DSL 70	PPSL 120	
18	DSL 70		
20	DSL 70		
22	DSL 70	DSL 70	

Rib	B - LINES		Checking
2	655		7376
3	603	1857 2231	7322
5	601		7269
6	635	1806 2655	7301
8	1530	3076	7244
10	1574		7287
12	1465	2228	7168
14	1387	3488	7089
16	1233	2283	6989
18	1154		6908
20	212	1274 5189	6666
22	254		6520

Rib	B - LINES		
2	DSL 70		
3	DSL 70	PPSL 120	TSL 190
5	DSL 70		
6	DSL 70	PPSL 120	TSL 380
8	DSL 70	PPSL 120	
10	DSL 70		
12	DSL 70	PPSL 120	
14	DSL 70		TSL 280*
16	DSL 70	PPSL 120	
18	DSL 70		
20	DSL 70	DSL 70	PPSL 120
22	DSL 70		

Rib	C - LINES		Checking
2	915		7478
3	853	1699 2223	7413
5	828		7358
6	857	1668 2670	7385
8	1164	3532	7334
10	1204		7372
12	1132	2621	7229
14	1063	3503	7157
16	1075	2521	7070
18	983		6975
20	226		6681
22	191	1171	6540

Rib	C - LINES		
2	DSL 70		
3	DSL 70	PPSL 120	TSL 190
5	DSL 70		
6	DSL 70	PPSL 120	TSL 280* *cowboy loop
8	DSL 70	PPSL 120	
10	DSL 70		
12	DSL 70	PPSL 120	
14	DSL 70		TSL 280* *cowboy loop
16	DSL 70	PPSL 120	
18	DSL 70		
20	DSL 70		
22	DSL 70	DSL 70	

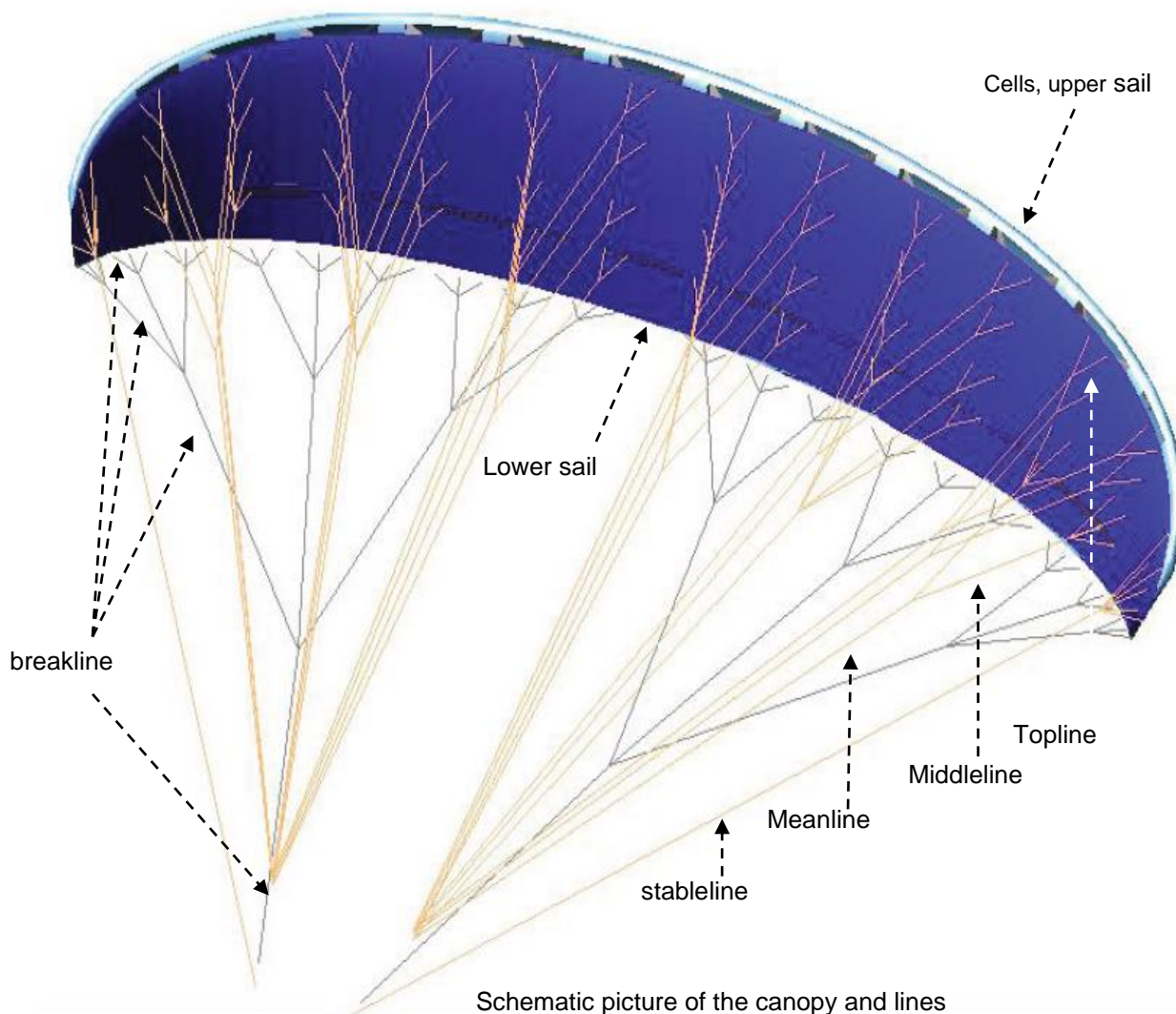
Rib	D - LINES		Checking
2	1010		7568
3	950		7507
5	920		7447
6	945		7469
8	1263		7429
10	1294		7458
12	1197		7290
14	1125		7215
22	228		6575

Rib	D - LINES		
2	DSL 70		
3	DSL 70		
5	DSL 70		
6	DSL 70		
8	DSL 70		
10	DSL 70		
12	DSL 70		
14	DSL 70		
22	DSL 70		

Rib	BR - LINES		Checking
r 2	2020		8273
r 4	1671	1592	7921
r 6	1581	2578	7829
r 8	1266	1735	7659
r 10	1316		7707
r 12	1098	2216 2091	7518
r 14	1060		7479
r 16	1039	829 2124	7433
r 18	995	1368	7387
r 20	310		7346
r 21	301	1472	7334

Rib	BR - LINES		
r 2	DSL 70		
r 4	DSL 70	DSL 70	
r 6	DSL 70		TSL 140
r 8	DSL 70	DSL 70	
r 10	DSL 70		
r 12	DSL 70	DSL 70	DSL 350
r 14	DSL 70		
r 16	DSL 70	DSL 70	TSL 140
r 18	DSL 70	DSL 70	
r 20	DSL 70		
r 21	DSL 70	DSL 70	

Description of the canopy



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Colors



COLORS PANDION 2 ALL SIZE



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