PAPILLON PARAGLIDERS

HIMALAYA 2

MANUAL

English • Rev. 1.2 Effective: February 2024
Please read this manual
before you fly your new Papillon HIMALAYA 2
for the first time.

WE HAVE REDEFINED SIMPLE & EASY TO HELP YOU MEET YOUR GOALS.

Congratulations, you have chosen the ultimate allround wing HIMALAYA 2. We would like to thank you for your confidence in Papillon Paragliders and see this as confirmation to continue to pursue and further develop our uncompromising quality standards. We wish you many enjoyable flights and great moments in the air.

The dialogue is important to us because we are always trying to optimize the products in terms of "from pilots for pilots". The exchange of experience at Papillon is a high priority. Therefore, we are looking forward to active contributions in the form of suggestions and criticism. If questions remain open, we will gladly help you at any time.

See you UP in the sky!

Your PAPILLON PARAGLIDERS Team

⚠ **This manual is an important part of the glider.**
Please read it carefully, because there is an OBLIGATION to deal with the glider and its special features. The manual is supposed to make the handling with the PAPILLON HIMALAYA 2 as easy and safe as possible.

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WELCOME TO THE PAPILLON WORLD OF PARAGLIDING!

The reigning Spanish champion Víctor Rodríguez Santamarta flies the new Papillon Paragliders Himalaya 2 in the 2024 season.

Other pilots with the new Himalaya 2: Vice World Champion, World Cup winner and Vice European Cup winner Linus Schubert, Vice World Cup winner Andreas Schubert, French Champion, 3rd overall World Cup winner Pascal Piazalunga and many more.

THE PAPILLON HIMALAYA 2: SIMPLY LIGHT.

The innovative light wing is a perfect all-rounder of unlimited possibilities. The ultra-lightweight wing is aimed at a multilayered pilot profile. It delights the casual pilot as well as the ambitioned alpine pilot and even provides students with the opportunity to experience Hike&Fly easily. The spirit of the time demands a high flexibility and independence, a trend which carries the origin of paragliding into the future. Minimal weight and simple handling - the HIMALAYA 2 sends the per-fect statement and redefines mobility. Therefore there are no limits to your goals, the ultra-light high-tech low end B-wing is hungry for XC-flights as well as for Hike&Fly adventures without com-promises and extensive travels to remote take-off sites.

Its elaborate lightweight construction is developed for long-term durability and not only convinces during carrying, but even more so in mid-air. The HIMALAYA 2 combines outstanding glide fea-tures with sweet-tempered reaction behavior. This is additionally promoted by the minimal weight of the canopy. Nevertheless the wing has a good will to turn, provides a sportive handling and di-rectly and instantly transforms control pulses. When in thermal lift it conveys a steady feeling and is unperturbed by turbulent conditions. Especially in harsh alpine conditions the HIMALAYA 2 offers a very reliable starting behavior besides the sweet-tempered flying features. The light canopy rises almost on its own over the pilot, even in tricky conditions, and takes off with low running speed. Because of the outstanding slow flight features, the take-off distance is very low.

During construction of the HIMALAYA 2, chief designer Ernst Strobl focused on simplification through innovative construction features. The 3D-shaping and elaborate calculations of the balloon-ing combined with the optimized pre-tensioning of the wing, provide the ideal flow around the profile. The Precision Profile Nose System (PPN) helps to provide the optimized flow alongside the whole cell opening area. Miniribs and the Brake Gathering System (BGS) are transmitting control pulses to the wing with high efficiency and precision. The elaborate calculations of the High Pressure Crossport Design (HPCD) are not only providing optimized performance weight, but also max-imize the lateral aeration of the crossports. A very well-structured line concept with few main lines provides easy handling and a good overview during the launch. The risers are equipped with the Multiple Speed System (MSS) and through a second pulley the accelerator travel can be shortened and thereby the glider can be turned into a LTF-A Hike&Fly wing that is suitable for training.

An intelligent material mix provides more durability with reduced weight. A high value was set on the lasting construction to keep the good flying features for everyday life. Established long term durability was also the main focus for choosing the material configuration. The used lightweight material Dokdo 10D is coated on both sides and isn't only the lightest material on the marked, but also exceeds conventional materials in regards of porosity. To avoid additional seams, the design on the bottom sail was completely forwent.

HIMALAYA 2

Usage

The HIMALAYA 2 is a statement for simplicity. The ultralight wing is aimed at pilots who want to enjoy new adventures with a minimal pack size and low weight.
The HIMALAYA 2 is only designed for solo usage.

The HIMALAYA 2 is a light aircraft with a mass of less than 120 kg in the class of paragliders. The HIMALAYA 2 is certified according to LTF/EN-B.

E-ascent help

The PAPILLON HIMALAYA 2 is very suitable for e-ascent help because of its uncomplicated handling and high trimmed speed.

Winching

Because of its excellent start characteristics and its high trimmed speed, the Papillon HIMALAYA 2 offers the best conditions for winching operations. Take the following points into account:

– Do not use a tow line tension over 100 kp with the Papillon HIMALAYA 2.
– If you are not operating at your usual winch, get aquainted with the local procedures. Every visitor on unfamiliar flying grounds needs to get a good briefing by a local pilot.
– Never winch the Papillon HIMALAYA 2 with loads outside the permitted weight range.
– All involved persons, machines and accessories need to have the appropriate licenses, approvals or certification for winching. That applies to pilots, hoist operator, towing attachment, attachment points as well as all further machines and accessories for wich a certificate of competence is required.

Base- and brakeline adjustment

The factory brake-line setting corresponds to 0-free travel plus 5 cm. It is recommended to adjust your brake line travel after the first flight to your personal preferences. Be aware not to adjust the brakes too short, otherwise the glider may fly with a little, but continuous applied brake pressure. This could be extremely dangerous during takeoff , flight and landing!
The afore mentioned factory brake setting allows for ample brake travel in extreme flight situations as well as for landing. At the same time it enables during flight at trim-speed a position of comfort for the pilots arms. In no case the setup A, B and C main lines should be changed before the wing has been flown in the original setup. Please also note that adjusting the height of the suspension to the hangpoints on the harness, changes the relative braking travel. When setting the adjustment it is to be made certain that both sides are symmetrical and that a permanent knot is used. The bowline works particularly well because of the fact that it weakens the lines the least with excellent slip resistance.

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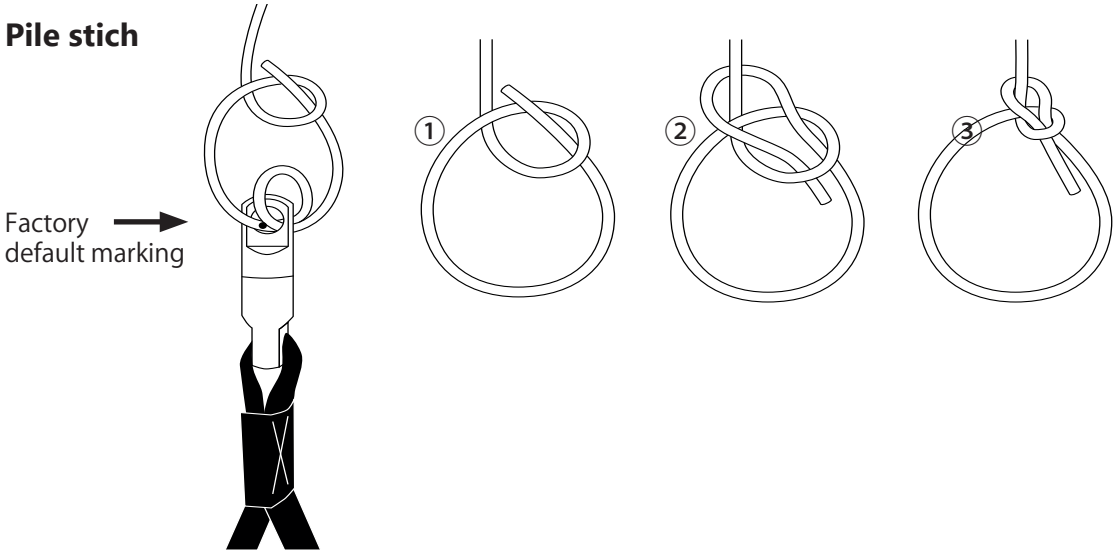


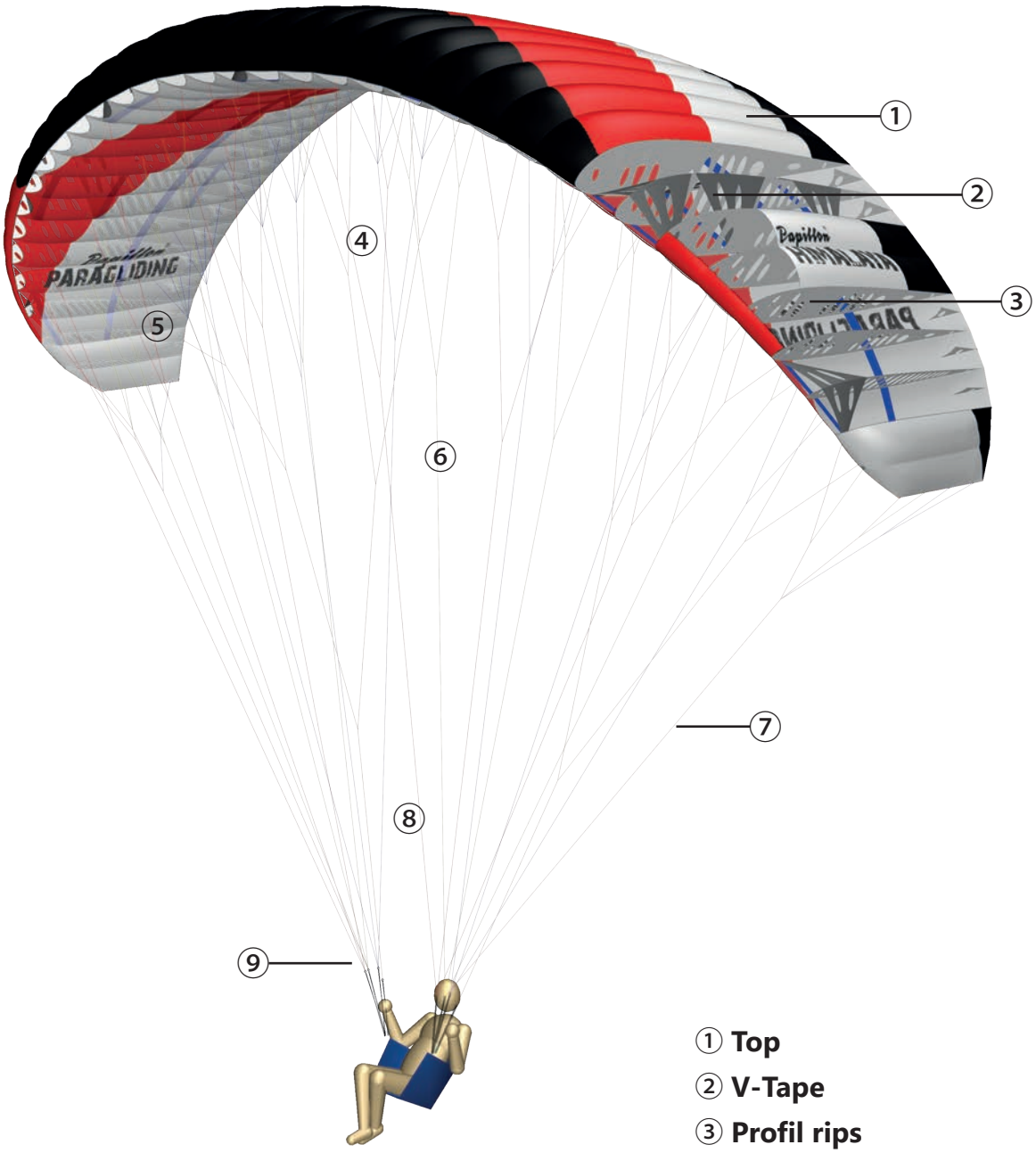
Safety precautions

- Before the first flight, the canopy, lines, all connections and sutures, the shackles and brake lines, as well as any twisted lines must be checked by appropriately trained personnel and confirmed in the type plate.
- Make your maiden flight in a familiar flying site and calm conditons.
- Test your Papillon HIMALAYA 2 only over water.
- In a „dynamic flight" not only you are exposed to Hike loads but also the glider. Do not underestimate this!
- Only fly the HIMALAYA 2 with at least one reserve parachute.
- Observe and abide to the local aviation laws which rule in the respective country in question.
- Successful completion of appropriate training/schooling, having the needed knowledge as well as the actual flight experience are a prerequisite to operate your Papillon HIMALAYA 2.
- The use of suitable, certified and in the respective country approved accessories (helmet, harness, reserve) is a requirement for the use of the Papillon HIMALAYA 2.
- Before every take off execute a thorough inspection of your equipment (top sail, bottom sail, ribs, especially the lines, carabiners, buckles, cloth speed system etc.) A flight with a tear in a glider or lines can be life threatening.
- Always make sure that your flying gear is in good condition and all checks are done.
- Be aware that you as a pilot have to be in a physical and mental state to control each flight unimpaired. You have to concentrate completely on flying, in order to avoid potential distressing flight conditions. Most accidents are caused by pilot error.
- Never fly in close proximity to high voltage power lines, airports or motorways, over people or with lightning! You cold endanger your life and the physcial well being of yourself as well as third parties and at the same time act reckless and negligent. At no circumstance should the minimum distance fall below 50m at any given time. At airports this minimum distance to maintain is 5km.
- Inform yourself on the weather forecast and/or the predominating local weather conditions. Use the Papillon HIMALAYA 2 only in wind strengths, in which you are able to control the wing to 100%. Do not use the Papillon HIMALAYA 2, in wind with a great gust factor. Never use the glider with approaching thunderstorms or if probability of those of the development of thunderstorms is high. If a thunderstorm is approaching land immediately!
- The flying of aerobatics is generally forbidden and is dangerous. Unforeseen flight orientations can occur, which can spill out of control, arising the danger of overload on pilot and equipment.

ATTENTION: Ignoring one or several safety precautions can lead to a leisurely fun flight turning into a fatal event!

EQUIPMENT DESCRIPTION

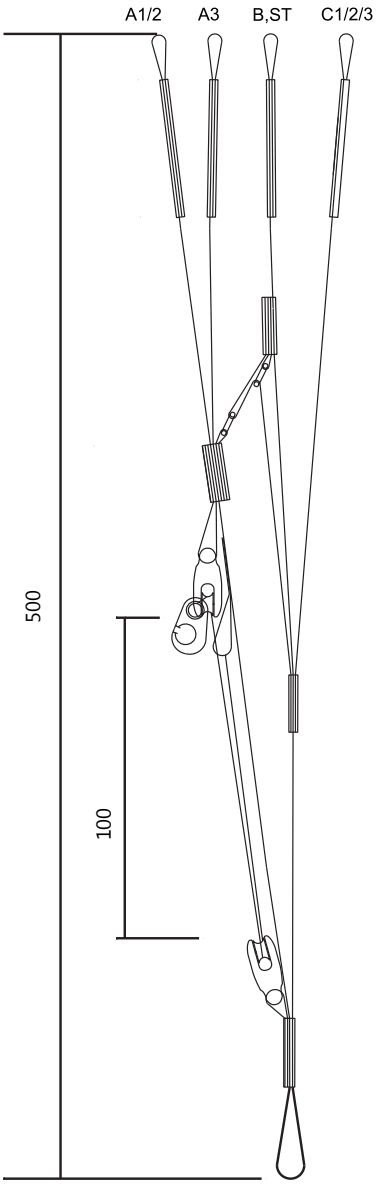
Short description



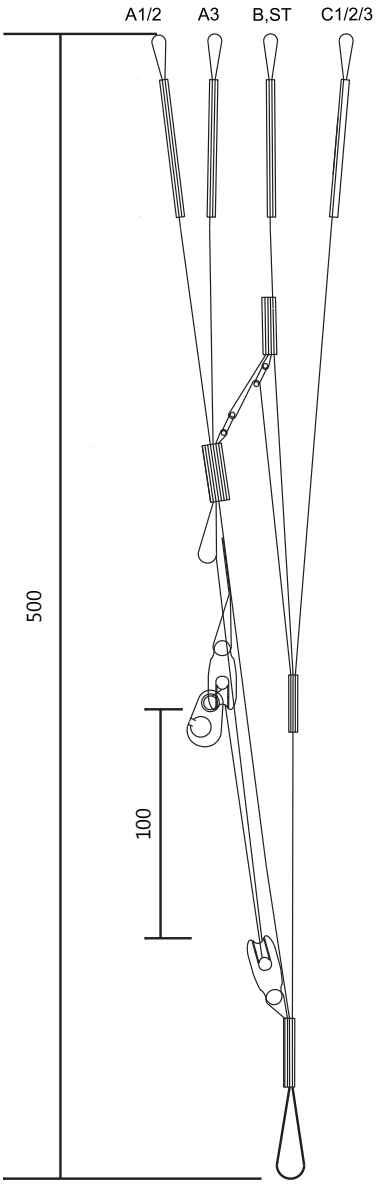
① **Top**
② **V-Tape**
③ **Profil rips**
④ **Galeryline**
⑤ **Bottom**
⑥ **Gabelline**
⑦ **Stabiloline**
⑧ **Mainline**
⑨ **Riser**

Risers

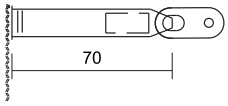
The A- and B-risers have different colors to ensure positive identification at take off and during a B-stall decent. Other adjustable, removeable or variable mechanisms are nonexistent. Number of risers: 3+1. The risers of the Papillon HIMALAYA consist of 10 mm Dyneema tubewebbing.



140mm Speedway
LTF/EN B



100mm Speedway
LTF/EN A

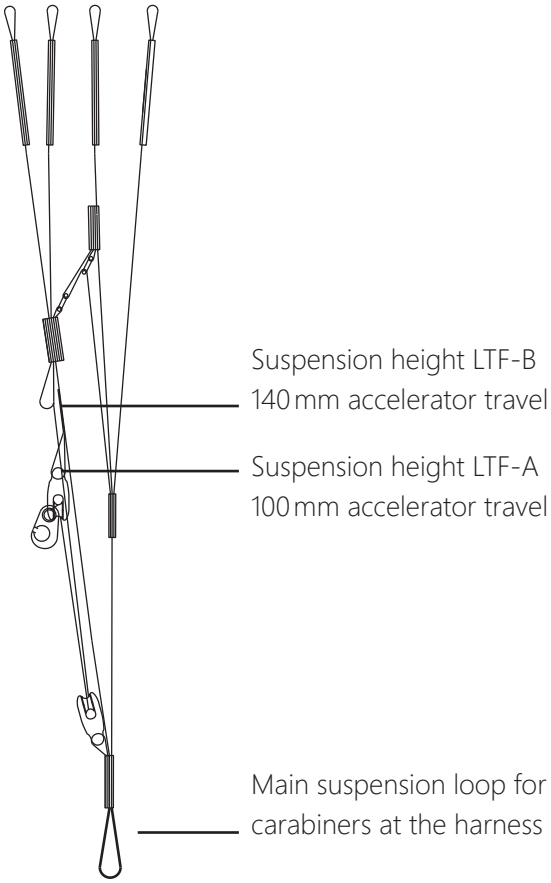


Speed system

The Papillon HIMALAYA 2 is equipped with a very effective foot actutated speed system. It increases the speed when applied up to approx. 14 km/h, depending on the wing size and pilot weight or surface loading. Therefore it should not be activated in extreme flight situations or deactivated immediately when they are occuring. All extreme flight attitudes (e.g. collapses) happen at accelerated speed more dynamically. Since the maximum acceleration is part of the safety behavior of the glider, it can happen that with some harnesses the speed bar to full speed cannot be used.

MULTIPLE SPEED SYSTEM

The HIMALAYA 2 is also equipped with the Multiple Speed System. An additional flap on the riser is enabling a variable suspension height of the speed bar pulley and therefore provides a bigger accleration distance. The accelerator travel can be reduced to 100 mm. By default the HIMALAYA 2 is supplied with the larger accelerator travel (140 mm). The modification reduces the speed range in the accelerated flight and makes it more suitable for training.



ATTENTION: Through the modification the speed range in the accelerated flight is clearly higher and the reaction accordingly more dynamic. Only pilots with enought experience should make the modification

The speed system needs to be adjusted before the first flight. Therefore the connection lines of the foot extensor are being connected through the Brummel hooks with the speed system on the riser. To be able to untertake the right adjustment the harness should be hung up so you can sit in flying position. The attached risers are best held up by someone else. It should be adjusted in a way so that the pulleys are on top of each other and you have your legs stretched out. And you are also responsible to watch out that the speed system is adjusted symmetrically and not too short so the glider is not pre-accelerated in the flight.

THE FLIGHT

Flying experience

This manual is only focusing on the points of the technique of flying that are important for the Papillon HIMALAYA 2. It cannnot and should not replace a profound flight training in an approved flying school! Without flight training and according experience paragliding is life-endangering!

Pilot Profile

The ultra-lightweight wing is aimed at a multilayered pilot profile. It delights the casual pilot as well as the ambitioned alpine pilot and even provides students with the opportunity to experience Hike & Fly easily. The low end-B wing is aimed at pilots who already have first cross country experiences. An active flight style helps to recognize and avoid disturbances in the beginning.

Take off

After the paraglider is unpacked and laid out oin the shape of a horseshoe, the following points are to be considered:

- The paraglider should be laid out in such way that when pulling up by the A-risers, the center lines are evenly and earlier tensioned than those towards the wing tips. This ensures an easy and symmetrical inflation at the launch.
- Take the wind direction in consideration when laying out the glider, so that when it is pulled up into the wind, both sides of the glider can rise symmetrically.
- Ensure the risers are without twists and the brake line runs freely through the pulleys to the trailing edge of the glider.
- No lines should pass underneath the sail. A line-over at take-off can have fatal consequences.
- Of course the 5-point check shouldn't be forgotten either.
  In the 5-point check the following is checked:
  1. Strapped (helmet, harness and carabiners are closed)
  2. Suspended (risers aren't twistedly hung into the carabiner, speed system is mounted correctly, carabiners are closed)
  3. Lines (A-lines on top, all lines are sorted, brake line runs freely through the pulleys)
  4. Canopy (canopy lies in the shape of a horseshoe with opened leading edge at the launch)
  5. Wind and airspace (wind appropriate for launch, airspace is empty)

The center of the Papillon HIMALAYA 2 is marked on the leading edge. It's sufficient to hold only the main A-risers. Since the Papillon HIMALAYA 2 has little to no tendency to overshoot, it requires only minimal brake input during the launch. If needed, directional corrections with the brakes should be untertaken only if the wind is already overhead, since too much brake input could drop the glider back. The remaining risers should not be grabbed during take off.

With an even pull, but overall light input only, the glider is to be inflated. Unlike other gliders, it is not necessary to inflate the Papillon HIMALAYA 2 with aggressive pulling or even fast running. That is also true when there is little to zero wind. Measured pulling up is the simplest and safest way to launch the Papillon HIMALAYA 2. Once the pilot made sure that the glider is overhead and fully inflated, the final decision is made weather to take off. After some dynamic steps the pilot takes off.

Turning

The Papillon HIMALAYA 2 has a high agility and reacts to steering imputs directly and instantly. You can fly flat turns with little altitude loss by shifting your body weight. A combined steering technique of appropriate pull on the inner brake line and shift of body weight is the best way for a coordinated turn. The turn radius depends on the amount of pull on the brake line. At about 75 % of brake line travel, the Papillon HIMALAYA 2 increases bank significantly and performs a fast sleep turn that can be continued to a diving spiral.

ATTENTION: A rapid pull on the brakeline may cause a negative spin!

Active Flying

The Papillon HIMALAYA 2 should be flown with light braking on both sides when there is turbulent air. An increase in angle of attack provides better stability. When entering heavy thermals or strong turbulences be careful that the canopy does not get behind you. To avoid that, release the brakes a bit to get an increase in speed when entering the updraft. If the canopy gets in front of you when leaving an updraft or entering a downdraft, the brakes have to be applied to counter that. Accelerated flight however is advisable when flying through downdraft zones. The Papillon HIMALAYA 2 is naturally very stable due to it's unique way of construction. Active flying in turbulent air (as descrived above) siginificantly increases the safety. Collapsing and deforming of the canopy can be avoided through active flying.

Landing

Start your landing preparation at sufficient altitude. Due to its excellent flaring characteristics the Papillon HIMALAYA 2 is very easy to land, when the brake is applied in the right moment. After a straight final approach against the wind let the glider slide and get up in the harness early enough. According to the wind, the brakes have to be pulled firmly and dynamically, about one meter above the ground, beyond the stalling point OR - if there is a strong headwind - be careful with the amount of braking. Don't perform landings out of steep turns and big directional changes short prior to the landing to avoid PLF.

ATTENTION: During a strong wing take off attempt, ground handling and landing the leading edge can hit the ground with high speed. This is to be avoided because otherwise the ribs, the sewing or the fabric can be damaged!

RAPID DECENT

In any situation where you have to get down ASAP for different reasons e.g. thunderstorms, extreme updraft or other danger there are a couple of techniques to do so that are described in this following chapter.

ATTENTION: The described maneuvers stress your paraglider more than normal and should only be performed for practice or in a real emergency situation!

„Big Ears“

Both designated outer A2-risers (grab at or above the quick links) are being pulled down simultaneously for 15-20 cm to fold in the wing tips. The brake toggles are to be held in hand together with the pulled down A-lines. For additional stability and for an increased sinkrate the speedsystem should be actuated. The glider remains fully steerable by weightshifting and decents at an elevated sink rate (4-7m/sec, depending on how many cells are folded in) straight forward. Once the A-risers are released, the folded wingtips reinflate automatically, if not you may pump the brakes gently. Due to the high wingload “big earing” is a very stable flight condition even in turbulent conditions. Please be aware that you reduce the trimspeed during “big ears”, but this can be compensated by applying the speedbar. “Big ears” in combination with weight shifting in order to get the spiral dive, will achieve the highest sink rate. This decent method is often tought in SIV training. Be mindful that this exposes the glider to extreme loads, should one need to use this maneuver we recommend an equipment inspection afterwards.

B-Stall

Another very efficient method is the B-stall. The B-stall is generally known as the easiest decent method. But caution, if done wrong, it is anything but harmless! The B-stall allows a sink rate of 6 to over 9 m/sec. Check the airspace under and above you prior to initiating a B-stall. Also pay attention to sufficient height. To initiate you hold the two B-risers above the quick links. Whith the brakes in hand at all times, pull down the B-risers progressively and symmetrically down to the shoulder to about chest level. Hold this position. Your sail will stop, the wing will become partially empts and stabilize itself overhead. During this the wing will fall back a little, which must not tempt you to release the B-lines again. The glider would then shoot forward and oscillate vigorously. Only when the glider has stabilized overhead it is ok to exit the B-line stall. Therefore bring the B-risers swiftly and symmetrically back into their original position. We recommend not to simply let the risers snap shut as this puts an enourmous load on fabric, sewings and lines. In the paragraph titled “advanced handling” you can read what to do if unexpectedly caught in a stall.

ADVANCED HANDLING

Even though the Papillon HIMALAYA 2 has a very high aerodynamic stability it is possible that the glider gets into an extreme flight stituation due to pilot errors or turbulent air. The best method to stay calm and react correctly is to take part in a flight safety course. The pilot will learn to manage extreme flight situatuion under professional supervision. Extreme flight maneuvers may only be executed in calm air and in sufficient hight under professional supervision (e.g. safety training). Once again we mention that a rescue system is required by the law. The following extreme flight figures and flight maneuvers can eigher be caused intentionally, through turbulences or through pilot errors. Every pilot can get into these flight situations! All mentioned extreme flight figures and maneuvers are dangerous if performed without the appropriate knowledge, enough altitude or necessary introduction. A wrong execution of these described figures and maneuvers may have fatal consequences!

Spiral Dive

Like a normal turn, initiating the spiral dive is very easy with the Papillon HIMALAYA 2. The spiral dive leads to very good sink rates (up to 15-20 m/sec). To safely use the spiral dive when necessary it should be practised in calm conditions. You move down vertically within the airmass. Do not underestimate the G-forces that act upon the pilot when diving down in an efficient spiral.
The glider has a strong nose-dive when the bank increases during the spiral dive. The behaviour is very dynamic and should be piloted through lessening the brake-line-pull on the inside of the turn resp. accordingly with the outside brake and should only be practised under professional supervision.

ATTENTION: If the initiation is too fast there is a danger of a spin, in this case release the brakes and try a smoother initiation.

Wingover

The pilot has to perform right and left turns with increasing bank until the desired angle is reached. Collapsing wintips are prevented by gently applying brake pressure in the up- and/or down-swing of the wingover. Normally there is no danger of collapsing wing tips with the Papillon HIMALAYA 2 except for when there is a very high bank. With shifting the bodyweight while applying the brake it is possible to fly the highest possible wingovers.

Full Frontal

A negative AoA caused by turbulences of the simultaneous pull-down of the A-risers by the pilot, results in a frontal collapse of the leading edge. The Papillon HIMALAYA 2 comes out of a frontstall by itself very quickly. Smooth and symmetric applying of the brake positively influences the re-opening of the canopy.

Collapses

Even with its high stability and very well responses in turbulences, strong turbulences can cause the canopy of the Papillon HIMALAYA 2 to collapse. Usually that situation is not dangerous and clears itself automatically without any further input. To support the recovery, firmly apply the brakes on the affected side and simultaneously steer opposite on the open side. When a large part of the canopy collapses the counter steering is to be exercised in moderation in order not to completely interrupt the airflow to the positive side of the wing and spin the glider.

How to avoid collapses

Tips and tricks by chief designer, test and competition pilot Ernst Strobl

Single side collapses, especially close to the ground, are the number one reason for accidents with paragliders. How to avoid them or how to handle the situation when it already happened, some tips and tricks from test- and competition pilot Ernst Strobl:

The best way to avoid collapses upfront is the right choice of the paraglider. A lot of pilots fly a glider that is a little too hot to handle for them. So why don`t you get a glider with a lower rating but in the end fly better and higher in the updrafts and have a lot more fun and by the way be safer, too. To optimize the feeling for your glider on the ground, try the following: Pratice on the ground with the right wind at a suitable location. Slowly pull up the canopy and try to hold it up as long as possible without looking at it. That is a good way to improve the feeling for your glider and is a prerequisite for „active flying" (the key to avoid collapses). Very important is also a close look at the terrain. Watch for obstacles that could cause turbulences (buildings, trees, ...). On certain days, for example a freshly mowed madow as landing field, could cause a lot of thermal activity.

Fly very alert on a thermal active day. Watch your canopy, collapses most of the time, announce themself. Light braking in turbulences mostly avoids a collapse. You should have already pratised that on the ground. Should a collapse occur close to the ground don`t always try to prevent a turn away. There is a danger when the braking on the open side is to strong, to lose the airflow on this side and stall the glider. Rather use the turn away motion to try to open the collapsed side. Apply smooth braking on the open side, depending on the size of the collapse, and maybe a little pumping action. Some canopies open a lot better when the brakes are fully applied once on the according side, but that depends on the brakelines adjustment and your armlength.

Wrapped lines are cleared by braking the opposite side at enough altitude and pumping the affected side a couple of times. Watch out for a possible stall. If that does no clear the situation, try to pull dow the outer lines as much as possible. If you are too low for that, stabilize the canopy on the opposite side avoid turning away, and leave the lines like they are. Instead of any - risky manoeuvers rather concentrate on the landing. In the end one more advice in order to have all kinds of situations under control.

Visit a safety-training above water. There is no better way to practice the right behaviour than simulating a dangerous situation. Don`t get caught off guard by your first collapse. In addition, during

safety-training you can familiarize yourself with the particulars of your equipment and you gain confidence in your gliders as well as your own abilities.

Thus far the expert advise concerning collapses by Ernst Strobl.

Deep stall

The Papillon HIMALAYA 2 is not stall sensitive. If in a stall, caused by overpulling on the brakes, the rear risers or a delayed B-stall exit, the release of the brakes or the rear risers, recovers the stall. Should the stall be caused by an extreme flight condition or configuration (i.e. takeoff weight to low), a symmetric forward push on the A-riser or step the speed system recovers the stall.

ATTENTION: Practicing stalls should be done with enough safe altitude. Never apply asymmetric brakes during a stall, it could cause a spin. If the HIMALAYA 2 is in deep stall, one should only release the brake if the glider is in front.

Fullstall

To initiate a full stall, pull both brakes without a wrap slowly to the point of stall. As soon as the point of stall is reached, hold both hands down. The glider falls back. At this point, under no circumstance should the hands let up or release the brakes. To recover from a full stalls the canopy should be stabilized overhead and prefilled. For this slightly let up both brakes symmetrically. To exit completely, let up both brakes symmetrically and slowly in its entirety. With a correct symmetrical exit the glider returns swiftly, as soon as the glider shoots strongly forward, it must be checked by a brief brake input. An asymmetrical recovery is to be avoided, this could lead to falling into the glider.

Negative Turn

A negative turn/spin is initiated, when the pilot pulls the brake on one side fast and completely through to the point of stall while letting the other brake partly free. With a negative turn the glider turns relatively fast around its center, while the inside flies backwards. In order to exit a negative spin, the applied brake is released, where stalled side of the wing can pick up speed or one exits though a full stall, by braking the flying side into a stall as well.

ATTENTION: The Spin and the Fullstall and unpredictable and dangerous flight figures and should only be executed in a safety training under supervision and never be executed intentionally. There is danger of riser twist. With a riser twist the brake lines can get blocked.

ATTENTION: The glider has been overloaded. Fullstalls and negative turns/spins as a descent method are dangerous, because a wrong exit, regardless of glider type, can have fatal consequences.

Emergency Piloting

In any situation where normal steering is not possible, the Papillon HIMALAYA 2 can be easily steered and landed with the back risers. Turns can be flown with weightshift, however be careful that the glider doesn`t lock into a spiral.

Transport and storage

When transporting the glider don't expose it to any liquids. It has to be packed completely dry. always store the HIMALAYA 2 away from UV radiation. Furthermore never store the wing together with acids or similar goods. A dry storage is of utmost importance!

ATTENTION: After a longer storage period the glider needs to be thoroughly checked.

Repairs

Basically only authorized service centers may execute repairs on paragliders. Small damages like tears or small holes up to a size of 2 x 2 cm, where a repair without special equipment is possible, the pilot may do by himself. The included self-sticky tape from the repair-kit is to be used for that. Tears or holes need to be fixed from both sides. Please take care that the repair tape sticks out at least 2cm beyond the damaged area on all sides. The self-sticky tape can be cut into the right form. Rounding off the corners prevents it from becoming detached.

MAINTENANCE AND CARE

Maintenance and care

Since only high-quality material is used for the Papillon HIMALAYA 2 it will be unrelievedely airworthy for many years at good care and maintenance. The aging of your Papillon HIMALAYA 2 depends on the total flying time, the conditions in which you fly in, the amount of UV radiation it is exposed to and the intensity and quality of care. A couple of tips for maintenance and care:

Long lasting exposure to UV radiation and extreme acro maneuvers reduce the strength of every material over time.

- Do not leave your Papillon HIMALAYA 2 out in the sun more than necessary, but put it back into the backpack after your flight.
- Consider the choice of terrain when choosing a take-off site to lay out your glider.
- Placing the opening reinforcements on top of each order prolongs the life time of your glider.
- Do not drag your glider on the ground and pack it on a patch of grass.

Please consider that:
- the lines need to be checked for damage regularly.
- the lines are not being bent unnecessarily and you don't step on the lines when laying out the glider.
- lines need to be checked after overloads (tree or water landings etc.) for their strength and correct length and exchanged if necessary.
- lines need to be checked for their correct length in case of changing inflight handling characteristics.
- the main brake lines aren't knotted too many times at the grip since every knot weakens the line.

To clean the canopy only use warm water and a soft sponge. Never apply any chemicals for cleaning, since they weaken the material and damage the coating. Store your glider at a dry and dark location away from any chemicals. After 24 months or 150 flighthours, whichever occurs first, your Papillon HIMALAYA 2 has to be inspected by the manufacturer or importeur. In case of extreme use we are glad to do that earlier. You know best about the condition of your glider.

Nature and environment-friendly behaviour

We ask you to perform our sport in a manner, that impacts nature and environment with minimum intensity. Please do not walk off marked paths, don`t leave any waste, don't make noise uselessly and respect the sensitive biological equilibrium in the mountains. Especially at take-off areas maximum care for nature is necessary.

The synthetic materials your glider is build of must be depolluted appropriately. At the end of its life-cycle please return your glider to us, we will take care of recycling and removal.

FLYING ACCESSORIES

Harness

All certified harness systems with mounting at about breast height are compatible with the Papillon HIMALAYA 2. The lower the mounting point of the harness, the better you can steer the Papillon HIMALAYA 2 by shifting your bodyweight. Please keep in mind, that also your harness is exposed to extreme loads.

If you have any questions regarding the use of your harness with the Papillon HIMALAYA 2, please contact us. We are happy to help!

Suitable Rescue Systems

It is required by law and absolutely neccessary for safe operation of your paraglider that you always carry a rescue system. When choosing your rescue system, watch out that it is approved and suitable for the intended takeoff weight.

In the Papillon Shops we will be pleased to advise you personally and assist you with the choice of the flight equipment, which best suits your needs and requirements.

PRESUMPTION OF RISK

The usage of the Papillon HIMALAYA 2 inherents certain dangers of bodily harm or even death of the user of this product or a third party. With the use of the HIMALAYA 2 you consent to all known and unknown risks and accept probable and improbable risks of injury. The dangers innate with the practice this kind of sport can be reduced by adhering to the warning notes in the manual, as well as the required attention to detail on each flight. The risks inherent to the sport can be reduced to a large degree, if one adheres to both the maintenance guidelines, which are listed in this operating manual, as well as using common sense.

Liability claim and renouncement of exclution

With the completion of the purchase of a Papillon HIMALAYA 2 you express your in consent with the following points of legal specifications:

THE RENOUNCEMENT EXCLUSION OF ALL LIABILITY CLAIMS,

deriving from the use of the Papillon HIMALAYA 2 and or either compenents thereof, now or in the future, against the PAPILLON PARAGLIDERS GLEITSCHIRM DIREKT GmbH and all other contracting parties.

Releasing PAPILLON PARAGLIDERS GLEITSCHIRM DIREKT GmbH and all other contracting parties of all liability claims concerning loss, damage, injury or expenses that you, your next of kin, relatives or any other user of the Papillon HIMALAYA 2 could suffer as a result of the usage of the HIMALAYA 2. This includes but is not limited to lawful or contractual liability on behalf of PAPILLON PARAGLIDERS GLEITSCHIRM DIREKT GmbH and all other contracting parties as a result of the of production and processing the Papillon HIMALAYA 2 and all its components. With the occurrence of death or disability, all directives stated here come into force and bind their beneficiaries, next of kin, trustees, legal successors and/or representatives. The PAPILLON PARAGLIDERS GLEITSCHIRM DIREKT GmbH and all other contracting parties express no verbal or written representation and deny assertively that this was done with exception of what is specified here and in the manual of Papillon HIMALAYA 2.

Safety Advice and Liability

This glider complies with EAPR regulations, for the tested type, at time of delivery (see appendix). Any unauthorized alteration is followed by the expiration of the operating licence! The operation of the glider is at your own risk and the pilot needs to make sure that the aircraft is checked for its airworthyness before every flight. We also take it as a given that the pilot is in posession of the required certificate of qualification and that the given legal requirements are met. Use of the equipment is at your own risk! The manufacturer and the dealer don`t take any liability for accidents and possible consequential damages. Please consider all safety notes, cautions and warnings for safe flying.

RELEASE OF LIABILITY, RENOUNCEMENT OF ENTITLEMENT

Hereby you declare, that - prior to use of the Papillon HIMALAYA 2 - you have read and understood the Papillon HIMALAYA 2 user manual in its entirety, including directions and warnings, which are included in this user manual.

Moreover you declare to carry responsibility - prior to granting the use of Papillon HIMALAYA 2 to a third party - through transferring ownership temporary or permanently, for this other user to have read and unterstood the Papillon HIMALAYA 2 user manual in its entirety, including directions and warnings, which are included in this user manual.

Place and date

Signature of the first pilot

Place and date

Signature of the second pilot

Place and date

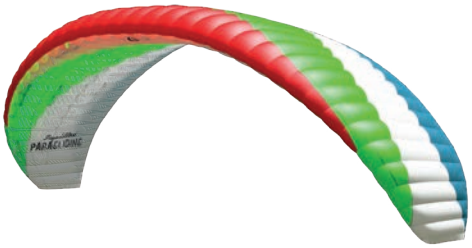
Signature of the third pilot

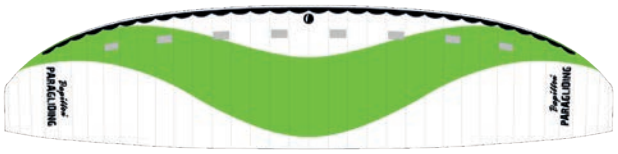
PAPILLON PARAGLIDERS - GLEITSCHIRM DIREKT GmbH does not take responsibility, liabiltiy and/or guarentee for inspections and repairs that are not porformed by Papillon.

TECHNICAL DATA PAPILLON HIMALAYA 2

Size	S (24)	SM (26)	M (28)
Takeoff weight over all **	65-95 kg	80-110 kg	95-125 kg
Recommended takeoff weight **	65-85 kg	80-100 kg	95-115 kg
Hike&Fly takeoff weight ***	95-110kg	—	—
Flat area	24,5m²	26,5m²	28,5m²
Projected area	20,124m²	21,767m²	23,41m²
Flat wingspan	11,012m	11,453m	11,877m
Projected wingspan	8,439m	8,776m	9,101m
Number of cells	38	38	38
Flat aspectratio	4,95	4,95	4,95
Projected aspectratio	3,539	3,539	3,539
Max. Cord	2,637m	2,743m	2,844m
V-Trim *	38 – 41 km/h	38 – 41 km/h	38 – 41 km/h
V-max *	51 – 54 km/h	51 – 54 km/h	51 – 54 km/h
Bridle length	232,82m	242,79m	252,392m
Bridle height	6,718m	6,986m	7,245m
Line diameter	0,6 / 0,8 / 1,0 / 1,2 1,4 / 1,6 / 1,8 mm	0,6 / 0,8 / 1,0 / 1,2 1,4 / 1,6 / 1,8 mm	0,6 / 0,8 / 1,0 / 1,2 1,4 / 1,6 / 1,8 mm
Number of risers	3+1	3+1	3+1
Glider weight	3,1 kg	3,3 kg	3,5 kg
Beschleunigungssystem / Trimmer	No / Yes	No / Yes	No / Yes
Certified standards and procedures	EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2-565-20	EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2-565-20	EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2-565-20
Certification **	EN-A / LTF-A	EN-A / LTF-A	EN-A / LTF-A
Certification ***	EN-A / LTF-B		
Certification No.	PG_2224.2023	PG_2223.2023	PG_2222.2023

COLOR-INFO PAPILLON HIMALAYA 2





MATERIAL LIST PAPILLON HIMALAYA 2

The material list can be requested
from Papillon Paragliders.

LINE CODE PAPILLON HIMALAYA 2 22

All line plans can be requested
from Papillon Paragliders.

LINE PLAN PAPILLON HIMALAYA 2 24

All line plans can be requested
from Papillon Paragliders.

REQUIREMENT FOR LTF/EN A-CERTIFICATION

Harness-Dimensions

Weight	A-dimension	B-Dimension
< 50 kg	38 cm	38 cm
50-80 kg	42 cm	42 cm
> 80 kg	46 cm	46 cm

Control travel

HIMALAYA 2 Size	Max. symmetrical control travel at max. weight
22	> 55 cm
24	> 60 cm

INSTRUCTION LEAFLET FOR REPAIRS & 2-YEARLY-CHECK

Last name:	First name:
Street address:	ZIP code, city:
Country:	Phone number:
E-mail address:	
Glider model and color:	
Serialnumber:	
Coments/notes:	

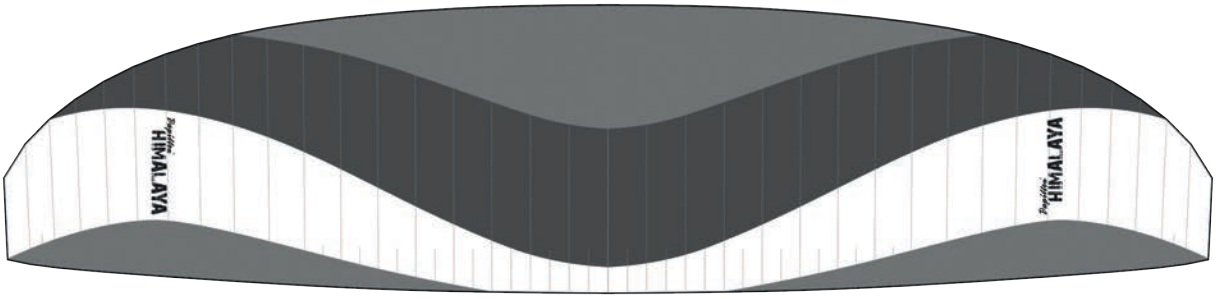
☐ 2-yearly-check

☐ Line check inkl. strength test

☐ Air permability check

☐ Repair of the marked damage

☐ Call-back at sighting of the glider



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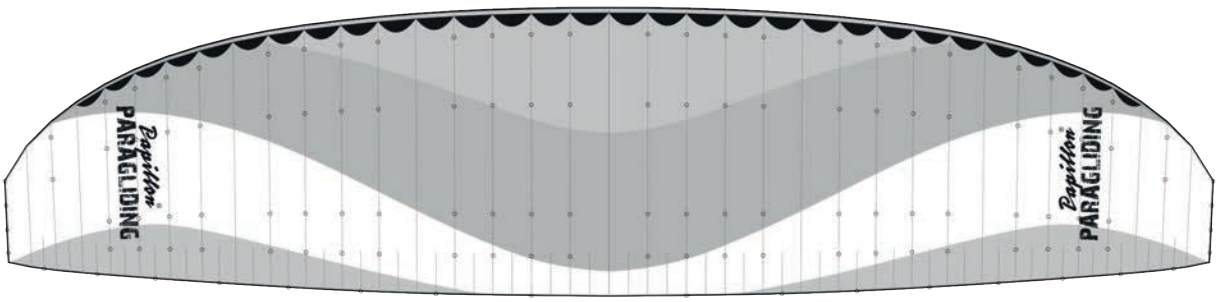

Bottom

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papillon-paragliders.com

LINE ORDER FORM

Last name:	First name:
Street address:	ZIP code, city:
Country:	Phone number:
E-mail address:	
Glider model and color:	
Size:	
Serialnumber:	
Comment/notes:	

Line ID-code	quantity

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PAPILLON PARAGLIDERS

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REPLY CARD

Last name:	First name:
Street address:	ZIP code, city:
Country:	Phone number:
E-mail address:	
Product:	
Serialnumber:	
Date of purchase:	
Purchased at:	
Pilot since:	
Number of flights per year:	
Club:	

☐ Yes, I would like to get informed on the newest activities and developments of Papillon Paragliding.

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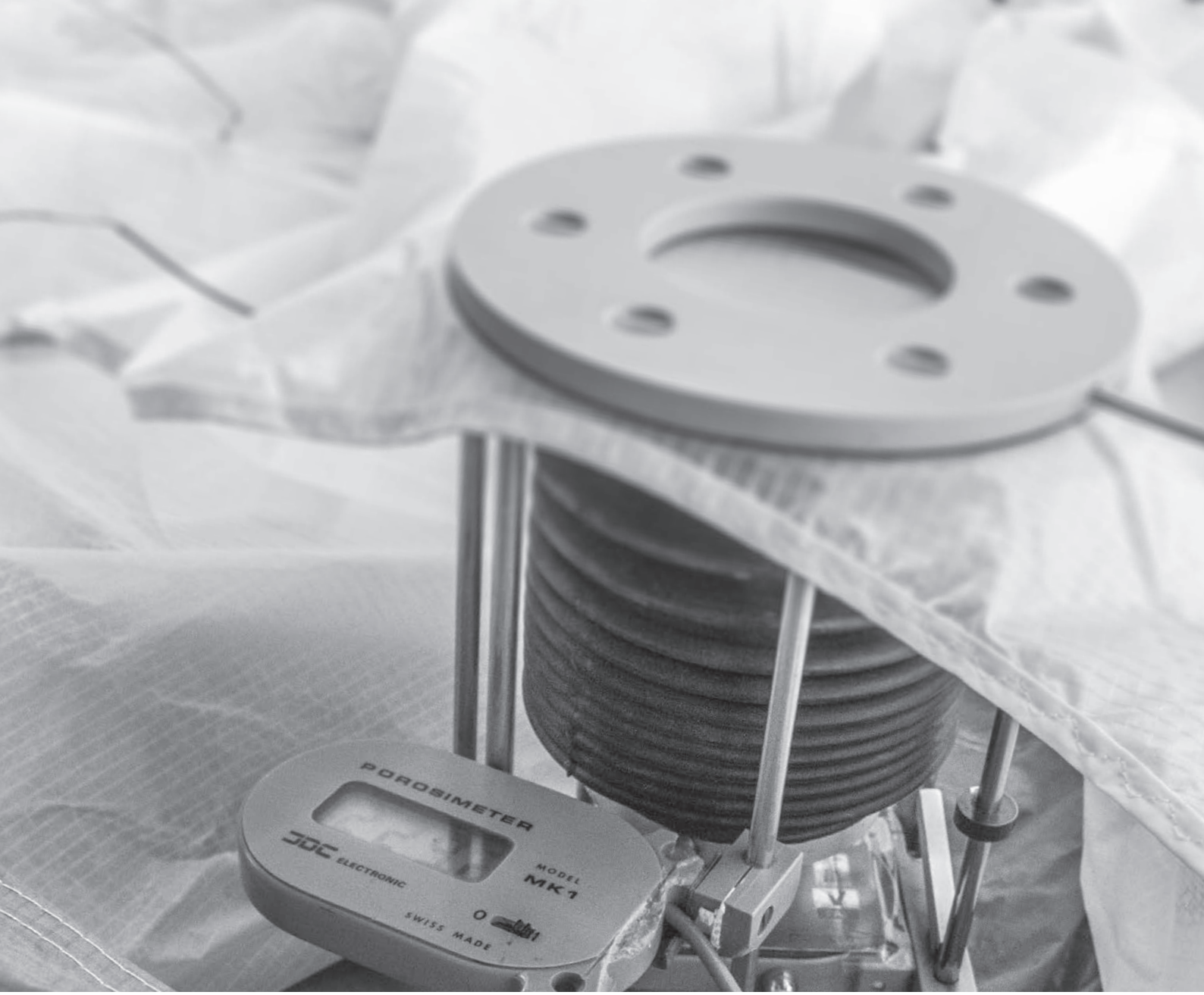

MAINTENANCE MANUAL

as developer and manufacturer for paragliders,
harnesses and rescue parachutes

English Rev. 1.2 Effective: February 2024

TOPIC OF THE INSPECTION AND REINSPECTION INTERVALS

Regular inspection according to aircraft inspection ordinance for standardized evaluated gliders. For school gliders after 1 year, aircraft for recreational use after 2 years. Tandem gliders for commercial purposes annually, non commercial use every 2 years to be inspected. The inspection shall take place in the aforementioned intervals, or no later than 150 hours. Ground handling needs to be included in the sum of flight hours.

ATTENTION: in the case any abnormal flight behavior, the manufacturer should be informed and the canopy, if necessary, sent in for inspection.

Who may inspect/test?

Besides the manufacturer or the by him approved person or instance is authorized the owner of the glider to warrant the bi-annual inspection and only if in compliance with pre-requisites set forth.

Individual personal prerequisites for the inspections

Personal prerequisites for the inspection of individually owned solo gliders for recreational use only:

- Holder of a valid unrestricted license for paragliders or equivalent accredited license.
- An adequate orientation in the operation by the manufacturer. For this a 3 month formation with the manufacturer is necessary.
- If a glider was tested for personal use exclusively, then its use by a third party is not allowed.

Individual personal prerequisites for the inspection of gliders, RG, GZ, used by third parties or for tandem purpose:

- A for the testing prescribed professional training.
- A vocational activity in the production or maintenance of GS, RG, GZ or one of a technically similar nature. Of which 6 month within the last 24 in a manufacturing operation recreational free flight aircraft.
- An at least 2 week, subject to charge, relevant training course at the operation of the manufacturer.
- An applicable orientation for each type of device, which is to be refreshed annually.

Necessary equipment and documentation

- Gauge, preferably Kretschmer (brand) with manual.
- Bettsometer with manual.
- Maintenance directions by manufacturer.
- Original materials and -spare parts, as well as original material-record for the device.
- Assertion of airworthiness for the device.
- Airsports device identification tag (see manual).
- Line length table (see manual).
- Line length logs (if available).
- Inspection log (collecting main) to the documentation.
- Lighttable for visual inspection of the reserve.

DURING THE INSPECTION THE FOLLOWING STEPS ARE TO BE TAKEN IN:

Positive identification of the device:

Positive identification of the aircraft (Type, size, etc.) on the basis certification seal or placard.
- Are the pertinent manufacturer documents available?
- If certification seal and/or placard are in place, are they readable and correct?
- If not so: Please obtain from manufacturer or dealer in question.

The determined values/modifications are to be noted in an inspection log!

Inspection of the reserve parachute

Before packing the reserve parachute this is to be checked by packer. If the parachute was deployed for a rescue, then it is subject to an inspection. If a folded reserve parachute is re-packed again a deployment check is to be staged, to be determined is if the force for deployment is between a minimum of 3kg and maximum of 6kg.

Testing of the topsail, undersail, seams, reserve parachute of

Holes and tears

The topsail and undersail of both paragliders as well as reserve parachutes must, for each cell (paragliders) and each gore (parachutes), from the leading edge to the trailing edge, submitted to the following checks. If in one of the following attributes anomalies are discovered, the glider is to be sent in to the manufacturer for inspection.
- Check for holes smaller or larger tears, deformations and abraded areas.
- Deficiencies in the coating, other aberrations in the canopy like e.g. old repairs.
- With reserve parachutes a light-talbe is to be used for an inspection for holes, tears and deformations.

Abrasion and deformities

With large and critical abrasion and deformations, the entire cell panel in question must be replaced by the manufacturer. The determined values/modifications are to be noted in the testing log!

Testing of the ribs

Visual inspection of the chambers (from the leading to the trailing edge) whether the stitching in the seams, cell partition ribs and reinforcements are in good shape, thus without tears, deformations, abrasions or damage of the coating.
With torn ribs, defective, loose or missing stitching in the seams the glider must be returned to the manufacturer or authorized inspection operation. The determined values/modifications are to be noted in the inspection log!

Check of the tear resistance

To be conducted with the Bettsometer at the following points (B.M.A.A. approved patent number GB2270768 Clive of bed Sails)
The test sequence is to be inferred from the operating instruction the Bettosometer.

- In both the top and undersail where the A-lines connect, push a needle-thick hole and check the tear resistance.
- The limit value of the measurement is determined at 500g, and a tear width of fewer than 5mm.

The determined values/modifications are to be noted in the inspection log!

Porosity check of the canopy

At all following measuring points the air porosity has to be more than at least 20 sec. (by Kretschmer).
At smaller air permeability values the paraglider must be returned to the manufacturer.
Measuring points: The porosity measurements by the Kretschmer measuring method (please consider operating instruction) are to be conducted at the following points on the canopy check on both under and upper sail.

- Center cell approx. 20-30cm back from leading edge
- 3rd Cell off center both to the left/right approx. 20-30cm back from leading edge
- 10th Cell off center both to the left/right approx. 20-30cm back from leading edge

The determined values/modifications are to be noted in the inspection log!

Connection parts

Check of the webbing and maillons
- are there abrasions, buckling, tears, strong signs of wear obvious?
- Is all the stitching fast and firm?
- Is the accelerator running free and intact?
- Are brake toggle attachments still firmly sewn on?
- Are the maillons corrosion free, are the sleeves of the gates free moving on the thread?

Measure under a load of 5 kg. The determined values are to be compared with the specifications from the EAPR-Technical data sheet. Allowable variations are to be inferred from the manufacturer directions. If the webbing or parts thereof are defective, spare parts are to be ordered from the manufacturer and replace the defective parts with original parts. The determined values/modification are to be note in the inspection log!

Lines

Test of the line tensile strength:
Line selection: select a middle, lower cascade of the A, B and a C- lines as well as if available a middle A and B upper cascade, and stress test for tensile strength testing device on their tensile strength. Tension velocity of the tension cylinder: v=30cm/min Tear/tensile strength values:
the determined values/modifications are to be noted in the inspection!

ATTENTION: Each size (line diameter) is to be assigned a fixed value. In case the lines cannot withstand the indicated load/stress or pass tensile strength test, all other lines must also be changed. If the checked lines fulfill the test criteria, only those are replaced by new lines. All replaced lines are to be marked in the proximity of the maillon (seam) with a black felt marker pen and noted in the inspection log with the date of the exchange and the logged of hours of flight time of the glider. During the next test for tensile strength an original line, neighbouring the replaced line is to be sampled. The various line diameters are allocated a minimal Sewing length!

Check of the line length and line attachments

Bottom cascade, upper cascades and brake lines for, breaks, abrasions, visual check. First the A-lines, then B. etc.
- Are all lines adequately sewn and attached to the line attachments?
- Is the sheathing of the lines even are exactly?
- Are all loops, knots, seams in good shape?
- Are there any abrasions present?

Measuring the line lengths:

- The lines must be measured with a load of 5 kg, in order to obtain comparable results. The relevant line lengths are in the technical data sheet of the user manual.
- The measurement takes place in accordance with DHV method, from the maillon to the canopy (inclusive attachment loop at the sail).
- The numbering takes place from the center toward the stabilo Measuring the opposite facing of the wing can under same conditions also be conducted by a symmetry comparison.
- The results are again noted the inspection log and should be compared side by side to line lengths of the EAPR technical data sheet. The tolerance in deviation of these values should not exceed more than + /- 1,5cm
- If a line is defective, it is to be exchanged immediately. Please acquire the identification reference marking of the line from the line plan, order from the manufacturer and replace accordingly or have it replaced.

The determined values/modifications are to be noted in the inspection log!

Occasional check of trim and adjustment

Before a test flight a visual inspection of the canopy and lines is to be conducted with the glider laid out as well as pulled up inflated.
In particular attention should be paid to the length of the brake lines with the canopy inflated. Only if all doubts are cleared concerning faulty adjustment of the brake lines, a check flight may be conducted.

Description of the materials and technical data

See manual of your paraglider.

Miscellaneous

- All measurement and repair work at paraglider and rescue system must be documented completely in the inspection log.
- When packing or repacking the reserve parachute, special attention is to be paid to the particular packing directions of the manufacturer! See rescue/reserve equipment manual.
- With the exchange of parts or component modules only original materials or original replacement parts may be used!
- With sewing work the original sewing pattern is to be kept, patching and thread material of same strength and quality as original!
- The inspection survey and/or test log must with be signed, complete with place and date!
- The period for recordkeeping is 4 years.

COMPLETED CHECK VERY IMPORTANT!

Before you perform any checks and/or repairs yourself on your glider, we ask to read you the following pages carefully. You inform yourself hereby about prerequisites and conditions of a done in person bi-annual inspection.

– According to new DHV regulation, the customer (Glider-owner) can conduct the 2-yearly check of the canopy with the help of the inspection directions and all necessary testing equipment and documents in person on his own responsibility. In addition the wing does not have to be sent in to the manufacturer.

– The 2-yearly check may only be conducted by the glider owner personally, if he fulfils the prerequisites, or an inspection station authorized by the manufacturer. Inquire therefore with the manufacturer on authorized inspection stations.

– The owner of the canopy must be aware of the responsibility, which he takes with a self conducted 2-yearly check of the glider. The self performed 2-yearly check is only legally effective, if this is acknowledged after the check with date, name (in capitals) and signature on or beside the placard.

– Reserve equipment re-packing interval in accordance with DHV: Every 4 months a repacking is required. Allowed period of operation: 8 years, afterwards up to 12 years with an annual check

– About insurance-legal consequences of yourself performed 2-yearly inspection you should inform with your insurer in a timely fashion.

– An inspection is valid only if the inspection log is completely filled out. Inform also about possible revisions of the inspection directions with the manufacturer before the inspection.

– Important: If the necessary efforts for the maintenance inspection cannot be carried out (required equipment and documents), should the canopy be sent in to the manufacturer.

– Any warranty and guarantee will be voided for paragliders, harnesses and reserve parachutes, which are checked, controlled, repaired, packed or repacked, test-flown and/or have other maintenance work done by personnel not authorized by Papillon Paragliders!

– All maintenance work must in be accordance with the maintenance specifications of the operation manual and the special maintenance directions of the manufacturer and the publications of the IHB to be conducted.

– With any abnormal appearances during the performance of maintenance is the technical manager to be informed, who has to decide on how to proceed.

– With the replacement of parts or component modules only original materials or original party may be used!

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