AIRDESIGN

Gleitschirm / Paraglider

VITA 2

Und/And

VITA 2 Superlight

Entry EN/LTF-B

Betriebshandbuch und Serviceheft
Manual and Service Book

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AIRDESIGN GmbH
Rhombergstraße 9 – A-6067 Absam – AUSTRIA
Tel: +43 5223 22480
Tel: +43 664 3307715
e-mail: info@ad-gliders.com

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WELCOME TO AIRDESIGN

CONGRATULATIONS ON THE PURCHASE OF YOUR NEW PARAGLIDER.
WE WISH YOU MANY ENJOYABLE HOURS OF FLYING.

We would like to be able to inform you of the latest news and developments at AIRDESIGN as well as offer relevant advice and special promotions. Please register your new paraglider by completing the registration form (in the annex) and return it to us.
You may also register online on our web-site at www.ad-gliders.com. Please check the website for more details.

If you wish, you can register for the AIRDESIGN newsletter.
Simply provide us with your e-mail address and you will always be up to date with the very latest news from the AIRDESIGN world.

Up to the minute news and information is available on our Facebook page under “AIRDESIGN gliders”. Become a fan and you are online with us whenever you login to Facebook.

More information about the VITA2 can be found on our website: www.ad-gliders.com.

For any further questions, please contact your nearest AIRDESIGN dealer or contact us directly at AIRDESIGN.

AIRDESIGN GmbH
Rhombergstraße 9, 3.Stock
6067 Absam
AUSTRIA
Tel: +43 (0)5223 22480
Mobil +43 (0)664 3307715
e-mail: info@ad-gliders.com

1. Disclaimer and important advice for your own safety

Please read carefully and follow this important advice:

- This Paraglider is an air-sport-vehicle with the obligation of type testing and with a glider weight of less than 120kg. It is not usable as skydiving-glider or for openings in free-fall.
- This paraglider complies, at the time of delivery, with the certification requirements of the German LTF (Lufttüchtigkeitsforderung) and with the European Norm EN - LTF 91/09 & EN 926-1:2006, 926-2:2013
- Paragliders must not be flown by persons without a valid qualification unless under the instruction of a suitably experienced and qualified, registered paragliding school. Flying a paraglider without the proper knowledge, skills and qualification is dangerous.
- The national regulations for flying paragliders must be obeyed in all circumstances.
- The pilot must respect and comply with the rules of law.
- This paraglider must only be used within the certified weight limits.
- This paraglider is used exclusively at your own risk.
  The manufacturer or distributor cannot be held responsible for any damages arising to persons, property or other materials which occur as a result of the use of this paraglider.
- All liability arising from the use of this paraglider is exclusively that of the pilot in charge. The manufacturer or distributor is excluded from any liability resulting for the use, misuse or otherwise, of this paraglider.
- It is the owner's and/or pilot's obligation to monitor and to maintain the airworthiness of this paraglider. To make sure the paraglider always flies with optimum characteristics, take care of the paraglider and make regular checks.
- Any change made to the structure of the paraglider renders it uncertified (non-conformity of type-testing) and invalidates any warranty. Structural repairs to paragliders must only be made by an appropriately experienced and recognised service centre. All changes and/or repairs must be recorded in the service history record in this manual.
- It is an implied requirement that the pilot flies a paraglider that matches his skill level. A pilot should not fly a paraglider outwith his ability to meet the demands of the paraglider in all states and conditions of flight.
- The glider must be 'test' flown by an expert before the first use. The 'conformity checked by' box on the certification sticker affixed to the wing must be countersigned with the signature of the testing pilot and date of the test flight.
- Appropriate towing equipment must be used. Never tow or winch the paraglider with a car, motorboat, or mechanical or other means without appropriate towing gear and /or appropriately qualified operators.
- Ensure before towing or winching that the operator has the proper experience and qualifications relevant to the type of tow/winch operation.
- Acrobatics are not allowed.
- Flying in rain or with a wet paraglider is not allowed. Pilots should always land well before any risk of contact with rain. Flying a wet paraglider can, in certain circumstances, lead to a deep-stall state.
- Before flying a new paraglider practice launch and control techniques on a flat field or training slope.
- Make the first flights with a new paraglider at a site that you use regularly and when meteorological conditions are favourable. Be aware that your new paraglider may have

different characteristics from anything you have flown or trained with. Ensure that you allow adequate space for the landing approach.

- When flying always wear helmet and gloves, as well as suitable shoes and clothing.
- Always make sure that the wind direction and speed as well the general meteorological situations are within the pilot's capabilities and favour safe flight.

Please read this manual carefully and thoroughly.

IMPORTANT SAFETY NOTICE

By the purchase of this equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of paragliding equipment greatly increases these risks.
Neither Airdesign nor the seller of Airdesign equipment shall be held liable for personal or third party injuries or damages under any circumstances.
If any aspect of the use of our equipment remains unclear, please contact your local paragliding instructor, Airdesign dealer or the Airdesign importer in your country.

2. Construction

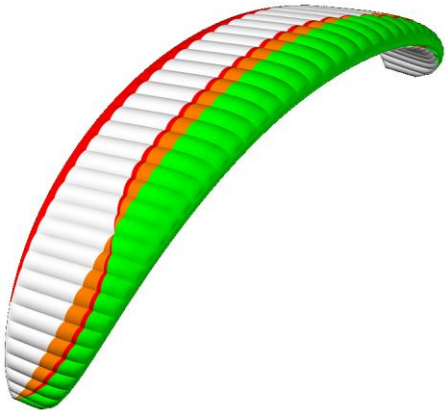
VITA 2

VITA2 – The Intermediate Cruiser for everyone (Entry EN-B)

The VITA2 is probably the most balanced wing in the sky. Positioned at the lower end of the EN-B category, the VITA2 combines agility, performance and fun with high-level safety.

Never before has flying been this easy and relaxed than with the new VITA2. With the simplest starting behaviour, direct handling, combined with top-level stability providing the highest comfort level available in flight, you'll find the VITA2 quick to impress.

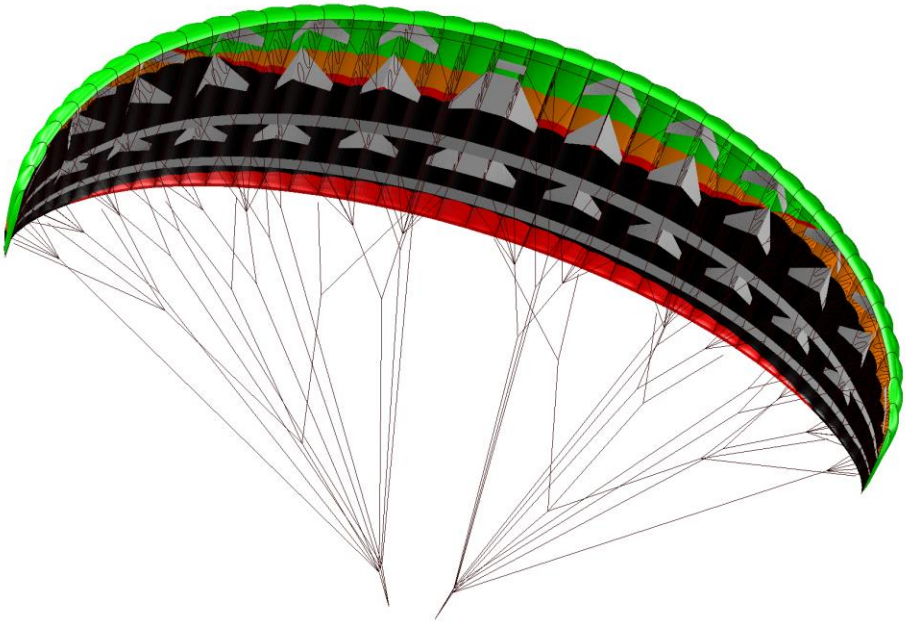
Very agile and precise steering is one of the most remarkable behaviours that you'll notice on first flight. Like on any other AD wings, the VITA2 centres thermals almost by itself, with a neutral feel above, exhibiting no nervous front to rear pitching. This positive behaviour is also the key to its excellent performance. Glide comparisons have shown that the VITA2 is performing in the same arena as higher classed wings.



VITA2 - The intermediate cruiser for everyone.
Perfect for the entry into the EN-B class, or for relaxed, stress-free XC flights – the VITA2 offers something for all.

Technical Features:

- Newly developed airfoil offering greater stability and performance, improved safety, and well-balanced flight characteristics
- 3-Line System: A 3-line concept with the inner C-lines split to form short D-lines, culminating in a 15% overall line reduction
- 3D Cut: A technically advanced sail cutting method used for all panels across the leading edge area, facilitating improved airflow and increased performance
- Mini-Ribs in the trailing edge improve surface finish and reduce drag
- Razor Edge: A specially designed trailing edge which optimises the profile efficiency and reduces drag
- Polyamide Rods in the leading edge keep the profile in perfect shape, enhancing launch characteristics, and improving overall stability
- Cross-Straps for greater safety and stability
- 3-Line 20mm Riser Design – 13mm riser at Superlight version
    - With B-riser tag
    - Fully sheathed lineset
    - Split A´s for simple, effective big-ears
    - Effortless acceleration system
    - Adjustable comfort brake handles with ultra smooth line swivels
- Brake-Shifting: Brake line design gives the pilot the option to vary the turn and adapt to different flying conditions. This is achieved by shifting the brake (hand) either to the inside or outside which results in a steeper or flatter turning radius.
- Cleaning holes at the tips with velcro closures
- Top-quality manufacturing



3. Technical Data

VITA 2					AIRDESIGN
SIZE	XXS	XS	S	M	L
AREA FLAT (m^2)	19.29	21.34	24.11	26.57	28.77
AREA PROJECTED (m^2)	16.21	17.93	20.26	22.33	24.18
SPAN FLAT (m)	10.15	10.68	11.35	11.91	12.40
SPAN PROJECTED (m)	7.89	8.30	8.82	9.26	9.64
ASPECT RATIO FLAT	5.34	5.34	5.34	5.34	5.34
ASPECT RATIO PROJ.	3.84	3.84	3.84	3.84	3.84
CELLS	43	43	43	43	43
TOTAL LINE LENGTH	253	266	283	297	309
TOTAL LINES	204	204	204	204	204
LINE DIAMETERS	0.95/1.15/1.8				
WEIGHT (kg)	4.4	4.8	5.2	5.6	5.9
WEIGHT SUPERLIGTH (kg)	3.1	3.3	3.6	3.9	-
V-TRIM/V-MAX (km/h)	37/51	37/51	37/51	37/51	37/51
LTF/EN CATEGORY	B	B	B	B	B
TAKE OFF WEIGHT (kg)	50-65-75*	60-75	70-90	85-105	100-125

* 50-65 kg = standard loading, 65-75 kg = extended weight range

<u>*extended weight range:</u>
Additionally to the standard loading of 50-65kg the XXS size is certified up to 75kg. In the range of 65-75kg the glider flies a bit faster and responses more directly.

4. Pilot Target Group

LTF and EN Certification
The AIRDESIGN VITA2 is certified during official testing as LTF and EN -B.
The glider has been type-tested for **"one-seated"** use only.

The AIRDESIGN VITA is an easy-going EN/LTF B glider.
The main focus during design was on safety and maximum forgiveness, but with an eye to handling and performance.
The VITA is perfectly suited for beginner pilots looking for a glider after leaving the school. Long brake travel and excellent passive safety, as well as the good stability make the VITA ideal for progression.
Intermediate pilots looking for a very forgiving glider with good performance and cross country potential are equally rewarded with an agile glider with good handling and excellent glide.
The VITA sits well at the lower limits of the LTF/EN-B category.

Excerpt from the EN

Table 1 — Description of the paraglider classes

Class	Description of flight characteristics	Description of pilot skills required
B	Paragliders with good passive safety and forgiving flying characteristics. Gliders with some resistance to departures from normal flight.	Designed for all pilots and may be suitable for pilots under training if recommended by the manufacturer.

Pilot Aptitude

- Each pilot should be able to act on his/her own responsibility.
- Pilots are responsible for their own decisions, they must be able to judge if they are able to cope successfully with the particular flying conditions during a flight.
- Even with the best and safest equipment, a wrong decision can lead to serious injury. It is the pilot's obligation to avoid such misjudgements by progressing through structured theoretical and practical training.
- It is the pilots' obligation to use suitable protective gear and to maintain the airworthiness of their equipment.

By following these basic principles we wish all pilots a successful, safe and enjoyable flying career.

Recommended weight range

The VITA2 must only be flown within the certified weight range as stated in the technical data under section 3. The take-off weight includes pilot plus clothing, glider, harness, equipment etc.

The VITA2 reacts to a variation in loading with a slight reduction or increase of trim-speed. The performance remains more or less the same.

5. Harness

The VITA2 is type-tested for use with all modern harnesses – rated as GH.

Harness dimensions used during testing. This is an excerpt from EN 926-2:2013:

5.5.6 Harness dimensions

The test pilot (and the passenger when testing in two-seater configuration) shall use a harness with a perpendicular distance from the harness attachment points (bottom of the carabiners as shown in Figure 3, measured from connector centrelines) to the seat board top surface as shown in Figure 4 depending on the total weight in flight as shown in Table 49.

The horizontal distance between the harness attachment points (measured between connector centrelines) shall be set depending on the total weight in flight as shown in Figure 5 and Table 49.

When testing in two-seater configuration, the horizontal dimension of the passenger's harness is set to the same width as the pilot's harness.

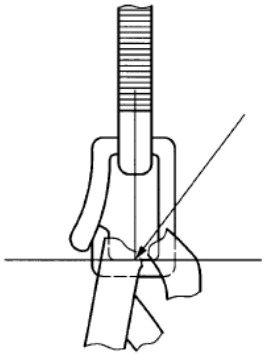


Figure 3 — Harness upper measuring point

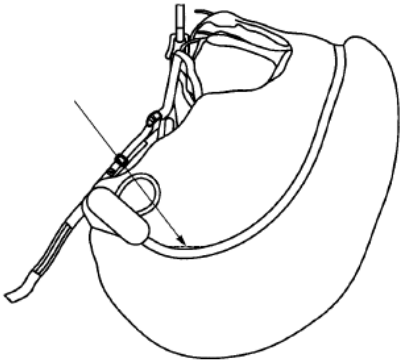


Figure 4 — Harness lower measuring point

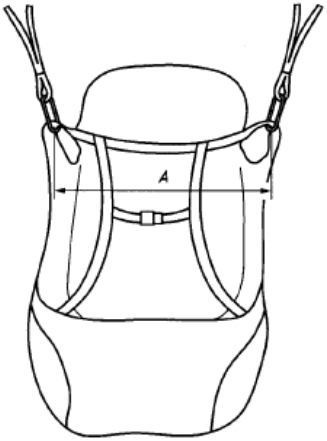


Figure 5 — Width of harness attachment points

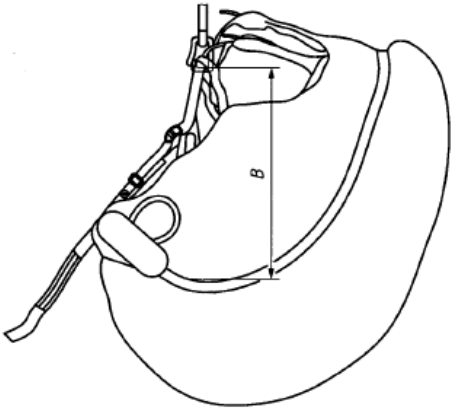


Figure 6 — Height of harness attachment points

Table 49 — Total weight in flight

TWF (total weight in flight)	< 80 kg	80 kg - 100 kg	> 100 kg
Width (measurement A on Figure 5)	(40 ± 2) cm	(44 ± 2) cm	(48 ± 2) cm
Height (measurement B on Figure 6)	(40 ± 1) cm	(42 ± 1) cm	(44 ± 1) cm

6. Towing / winching

The VITA2 is suitable for towing/winching. The use of a suitable tow-adapter is not obligatory but is helpful and gives more confidence during towing.

Hint!

Towing is only recommended if:

- The pilot has received towing instruction
- The winch and release-links are suitable for towing paragliders
- The winch operator is experienced and qualified for towing paragliders

Attention: Danger of Accident!

The most common reason for accidents during towing is when the pilot releases the A-Risers too early during take-off. The pilot should make sure that the glider is completely overhead when giving the command for start.

7. Practical Flying

This manual is not an instruction manual for learning how to fly. Following points are just additional informations.

a. Pre-Flight Check

A careful pre-flight check is recommended before every flight.
The lines, Risers, maillons and canopy should be checked for damage. Do not take off if there is the smallest amount of visible damage.
Ensure that the main karabiners between harness and Risers are undamaged and are closed.
The harness must be put on with greatest care and all straps secured correctly.
Check the correct position of the reserve (rescue) handle and make sure the pins of the reserve (rescue) are in place.
The lines and Risers should be sorted carefully. Check that the Risers are not twisted and that the brake lines are running free. All lines must run from Riser to canopy free from tangles or knots – during flight it is often not possible to release knots in lines.
Lines lie directly on the ground. Therefore, take care that they don't get caught or snagged during take-off.
No lines should be underneath the canopy, line-overs can cause accidents.
The canopy should be laid out in a circular shape facing the wind, so that all lines become tensioned evenly when inflating.

ATTENTION: NEVER TAKE OFF (START) WITH OPEN KARABINERS!

b. Check-list – Pre-Flight-Check

Lay the glider out into a slight arc and check that:

- Canopy is dry and undamaged
- Cell openings are free of obstructions
- Risers are without damage and all stitching is intact
- Maillons on lines are closed correctly
- All lines are free from tangles or knots
- Brakes lines run freely through the pulleys

- Knots on brake lines are secure

After putting on harness check the:

- Position of reserve (rescue) handle and pins
- Leg loops and strap are fastened correctly
- Main karabiners are closed

Before launch check:

- That the speed-system is connected correctly and runs smoothly through the pulleys
- That the Risers are not twisted
- Place brake handles in the hands and check brake lines are free
- Your position is in the centre of the wing
- Wind direction
- That take-off area is clear
- That airspace is free from congestion

c. Take-Off

The key to successful launching is to practice ground-handling on flat ground as often as possible.
The VITA2 inflates easily and steadily using forward or reverse launch techniques. There is no tendency for the canopy to hang back during inflation. To forward (alpine) launch in light or nil wind there is no need to pull the risers hard – as well it's not needed to accelerate fast. Allow the glider to stabilize overhead and run positively forward, checking the canopy is fully inflated and clear of any knots or tangles. Reverse launching is recommended in stronger winds.
The VITA2 has got split A-risers. At the outer A-risers the A3 line is attached which is used for doing "big-ears". For Launching take only the main A-risers in hands.

d. Turning Flight

Your will notice the agile handling from the first flight. The VITA2 is easy to turn at any bank angle, from flat through to steeply banked turns.
Brake pressure is progressive, which enables the pilot to feel the wing and helps prevent unintentional stalling.
In turbulent air the VITA2 absorbs turbulence very effectively which improves pilot comfort in flight.

Brake-Shifting

The webbing attachment for the brake-line pulley is intentionally long making it possible to move the brake handle either to the inside or outside of the riser.
For example: If the glider turns flat, make a steeper or faster turn by moving the inside hand towards the centre of wing. The glider then speeds up in the turn and the angle of bank becomes steeper. When doing the opposite – moving the arms away from the body - the glider turns flatter and the climb becomes more efficient. We call it "brake-shifting". Please find more information at our website or Facebook.

ATTENTION: PULLING THE BRAKES TOO FAST AND
DEEP INCREASES THE RISK OF STALLING THE WING!

When entering an asymmetric stall (negative), the glider starts to slide into the turn.
The inner wing stops flying, loses pressure and becomes soft. At this point, the brakes have to be released immediately.

Alternative Steering:
In the unlikely event, that a brake line releases from the brake handle, or breaks, or the brake-lines are tangled up, the glider is manoeuvrable using the rear-risers. By pulling gently on the rear-risers, it is possible to steer the glider and land safely. Don't pull the rear-risers too much, to avoid a deep stall!

e. Brake Line Length

The brake-line length of your new VITA2 has been finely tuned by AIRDESIGN test pilots, and it should not be necessary to adjust it.
If you feel it is necessary to adjust the brake-line length to suit physical build, height of harness hang points, or style of flying, we recommend you ground handle the glider before you test-fly it, and repeat this process after every 20mm of adjustment.
Brake lines that are too short:

- May lead to fatigue from flying with your hands in an unnatural position
- May impede recovery from certain manoeuvres
- Will certainly reduce your glider's speed range.

Brake lines that are too long will:

- Reduce pilot control during launch
- Reduce control in extreme flying situations
- Make it difficult to execute a good flare when landing.

Each brake line should be tied securely to its control handle with a suitable knot.

Other adjustments or changes to your VITA2 lead to a loss of warranty, airworthiness and validity of certification, and may endanger both yourself and others.
If you have any suggestions for improvements let us know, and our test pilots will try out your ideas in a controlled situation.

f. Active Flying – C-Riser Control

Flying actively improves the safety. Flying with a little brake applied equally, will slightly increase the angle of attack, help to prevent deflations, and allow the pilot to experience more direct feedback. This enables the pilot to feel the air and the glider, which can help prevent collapses.
The aim of active flying is to keep the glider above the pilot's head in all situations by responding correctly to the glider's movements, using the brakes and weight shift.
When entering a strong or rough thermal it is important that the glider is not too far back or able to enter a dynamic stall. To avoid this, it is often helpful to release the brakes slightly when entering, which gives the glider a little more speed. Equally, when exiting a strong climb it may be necessary to brake more to prevent the glider from diving forward.

C-Riser Control

An alternative option to control the PURE2 is to do it via the C-Risers.
When pulling down the C-risers the glider can be stabilized and actively flown. Like this the glider can be kept on track or the glider can be controlled.
The advantage by using C-riser control compared to active flying by brakes is that the glider loses less speed and performance.
NOTE: The use of C-riser control does not make the glider indestructible. It does not replace proper active flying in strong turbulences.
ATTENTION: C-Control is working also when accelerating. But we recommend using just till three quarters of the speed-range. Pulling down the C-risers at full speed will reduce the stability in turbulences and the glider can collapse easier.

g. Accelerating

The speed system on the VITA2 comes supplied with 'quick hooks' ready to attach to a speed bar of choice. By hanging in the harness before flying, the complete speed system should be checked to ensure it runs smoothly.
In particular, check that the speed system won't be engaged when in normal flight.
Unnecessary knots and loops in a speed system are not recommended.

When pushing the speed bar the angle of attack of the glider is reduced. The glider speeds up but at the same time is more sensitive to deformation.
In spite of the exceptional stability of the VITA2, any accelerated collapse will be more dynamic than the same event experienced at trim speed, and will require quicker reactions to maintain normal flight.

Always keep both hands on the controls when flying fast or in turbulence, and be ready to release the speed system immediately at the first sign of a collapse.
When flying through strong sink or into a headwind it is useful to fly faster using the speed bar.
Use the speed system carefully when flying close to the terrain and maintain enough height from the ground or other obstacles to recover in the event of a collapse.

DO NOT BRAKE WHILE FLYING FULLY ACCELERATED – THIS MAY RESULT IN A COLLAPSE OF THE WING.

h. Landing

The VITA2 is easy to land, however, on your first flights you may be surprised at how well it glides. Take account of this when making your landing approach, and give yourself the opportunity for S-turns or a longer approach than you might be used to.
For a normal, into-wind landing, evenly pull the brakes all the way down when you are close to the ground, and straighten up to land on your feet. The glider will stop almost completely as the brakes are fully applied. Avoid landing directly out of a turn or wing-over since your momentum will be much greater due to the pendulum effect.
Attention:
After touching down, do not allow the glider to dive overhead and fall in front of you. If the leading edge hits the ground hard, the structure of the cell walls may become damaged.

i. Towing and Winching

When towing or winching, the glider must be above your head before starting.
In the initial phase the tension should not be too high – a pilot climbing at a flatter angle has more control.
Tension of more than 90kp is not allowed. In any situation, the maximum permitted tension on the line must not exceed your weight.
You must be informed and aware of the national requirements for towing. This includes matter such as: tow/winch licence requirements, qualified tow operators, suitability of glider for towing, if winch and towing-links are certified etc.
In general, the regulated and enforced regulations must to be followed.

j. Asymmetric and Frontal Collapses

As with any paraglider, collapses can occur. "Active flying", as described in point "f", can help avoid deformations.

You should always maintain course and direction by weight-shifting away from the collapsed side. This can be reinforced by applying a amount of brake on the opposite side to the deflation. If the collapse stays in, the glider can be re-inflated by pumping the brake on the collapsed side in a firm and smooth manner. Be aware that the brake travel is shorter when the glider is collapsed and the glider can stall with less brake input.
If you experience a big collapse while accelerated, release the speed-bar immediately.
To assist in the reopening of a frontal collapse you should pull both brakes equally at the same time. This also reduces the dive after the glider reopens.
NOTE: Pulling too much brake during a frontal collapse recovery can stall the glider or cause the glider to revert from the frontal collapse directly into a deep-stall.
NOTE: We recommend supporting the reopening after a frontal deflation by pulling the brakes.

k. Reopening a Cravat

In extreme conditions and rare cases it is possible that the wing tip(s) can become trapped between the lines. In general, this would happen only after a big uncontrolled collapse or during extreme manoeuvres.
If this cravat occurs, in the first instance use the techniques described for releasing asymmetric collapses.
If it fails to release, take hold of the stabilo-line (yellow coloured line at B-riser) and pull constantly towards yourself until the trapped section of the wing is released. Another method would be to stall the wing (see at m. Full-stall)
At low altitude it is important to stabilize the rotation, if any, and if this is not possible use the reserve (rescue).

l. Negative Spin

We recommend that this manoeuvre is only carried out during a safety training course over water and under supervision. The intention in this situation is for a pilot to discover the point-of-spin and to control it. This demands a high level of experience and skill.

The longer the time between the glider entering a spin and the pilot attempting to recover, the

more risk there is of it getting out of control.
As the glider surges forward, slow it down with the brakes to avoid the possibility of an asymmetric collapse. Always wait for the glider to be in front of you or above you when releasing a fully deployed spin - never release the spin while the wing is behind you, because the glider would dive very far in front of you or even underneath.

m. Full-Stall

This is an extreme manoeuvre that should rarely, if ever, be required.
To induce a full stall, pull both brake-lines down smoothly. Hold them down, locking your arms under your seat until the canopy falls behind you and deforms into a characteristic crescent shape. In spite of how uncomfortable it may feel as the glider falls backwards, be careful not to release the brakes prematurely or asymmetrically. If the brakes are released while the glider is falling backwards, the surge and dive forwards is very fast and the glider may shoot in front and even underneath you.
In a full stall the canopy will oscillate back and forth. To stabilize this, you can release the brakes slowly and for approximately 1/3 of the brake travel and then hold at this level. Holding at this position allows the wing to refill slightly across the span. When releasing the brakes without pre-filling, the ears will most probably hook in the lines, and this can result in a cravat. After pre-filling, the glider stabilizes its movements and the brakes can be leased until the glider recovers speed and flies again.
NOTE:
The VITA2 has got long brake travel and it demands a deep pull to enter a full stall. If the glider is stalled very deeply – means with even more pull on the brakes – the wing will become very unsteady, resulting in diving strongly back and front. The Pilot should not try to react on the strong dives back and front but should slowly reduce the brake pull and hold the brakes symmetrically till the glider relaxes.

ATTENTION: The full stall requires a lot of height and demands certain skills to recover. It is important this manoeuvre is not practiced without qualified supervision.
It should preferably be practiced during a safety training course.

The **available brake travel** before stalling the wing depends on the size and the loading. For the VITA2 M and L it is a minimum of 65cm (S minimum at 60cm, XS and XXS minimum at 55cm). Those numbers are just a rough indication. (The publication of the brake travel is claimed by the EN 926-2.)
It would be dangerous to use the brake travel according to those numbers, because it is not practicable to measure the brake travel during flight, and in turbulences the stall might occur with less brake travel. If you want to use the whole brake travel of your glider safely, it is necessary to do intended spins and full stalls to get a feeling for the stall behaviour – preferable during a safety training course.
NOTE:
IN GENERAL THE BRAKE TRAVEL BECOMES SHORTER DURING A SIDE COLLAPSE (WHEN TRYING TO STABILIZE ON THE OPEN SIDE)!

n. Deep/Parachutal Stall

The deep stall, or parachutal stall is kind of the pre-stage to a full stall. The wing has no forward motion and a high sink speed, but it is almost fully inflated. The pilot can enter the deep stall by applying both brakes. It is very difficult to keep the wing in a deep stall: If you pull the brakes a little too much, the glider will enter a Full Stall. If you release the brakes too much, the glider will go back to normal flight. To practice a deep stall, it is necessary to master the full stall first. A very old or worn out glider with a porous cloth or with a changed trim (due to many winch launches, or deep spirals) might stay in a deep stall even after releasing both brakes. Do not apply the brakes in such a situation, because the wing would then enter a full stall! You can exit the deep stall by pushing the speed bar, or by simply pushing the A-Risers forward. If you fly through rain, the risk of a deep stall is higher.

We strongly advise against flying in rainy conditions. If it happens that you get into rainfall, we recommend not to perform a B-stall or Big Ears. The best is to leave the rain as soon as possible, and to fly with both brakes released, or even accelerated, as this reduces the risk of a deep stall. (The available brake travel before entering a deep stall may be reduced significantly.)

o. Rapid Decent Manoeuvres

i. Spiral

The spiral dive is an effective way of making a fast descent. During the spiral dive, the pilot and glider will experience strong centrifugal forces, which strain the glider. As such, it should be considered an extreme manoeuvre. Due to the rapid height loss during a spiral, you must always take care that they have sufficient altitude before initiating the manoeuvre, and that the airspace is free around you.
Initiation: Shift your weight and smoothly pull on one brake (the same side you are weight shifting into) so the glider goes from a normal 360-degree turn into a steep turn, and from there into a spiral dive. Once established in the spiral, the descent rate and bank angle can be controlled with weight shift and the releasing or pulling of the inner brake. As the glider banks in front of you maintain the spiral by keeping the brake pressure constant; at this point weight-shift can be neutralized. Descent is controlled by pulling more on the inner brake. A slight pull on the outside brake helps to keep the glider stable.
Recovery: The VITA2 recovers from a spiral spontaneously, as soon as the brakes are released and weight shift to the outside-turn. To exit, allow the spiral to slow down for a turn or two by slowly releasing the inner brake and at same time put little brake on the outside. Once the glider starts to exit the spiral, control your descent rate and bank angle with weight shift and the outer and/or inner brake, to prevent any strong climbs out of the spiral. Always finish a spiral dive at a safe altitude.
The VITA2 does not show any tendency for a stable spiral. That means the glider does not remain in spiral after releasing the brakes. If the glider should, in rare cases, remain in a stable spiral, you should first weight-shift to the outside and then brake slightly more on the outside.

A spiral can become locked due to a variety of reasons including the following:

- ***Chest strap is too narrow***

- ***Weight shifting to the centre of the turn, or actively pushing or holding the body weight against the forces generated in the spiral***
- ***Harness without seat-plate***
  When utilising a harness without a seat-plate there is less or no automatic weight-shifting to the outside of the turn. The pilot has to actively shift the weight to the outside by pushing down on the outside-turn leg. If the weight is kept neutral or even to the inside of the turn, the wing can maintain the spiral.
- ***Ballast is mounted on the chest/waist strap***
- ***Cross bracing on the chest strap***
- ***No braking input on the outside brake***

Should the VITA2 remain in a constant spiral, even gentle brake input on the outside brake will release the spiral.

ATTENTION: In a stable spiral, the G-forces are very high. Be aware that it may therefore require considerable more input and effort to recover from this state.
ATTENTION: When exiting a spiral too fast, the conversion of energy may result in the glider climbing quickly and entering its own turbulence. This may cause the glider to collapse. We advise that you allow the VITA2 to exit from the spiral dive in a controlled manner.
You should take care to use only moderate spirals, so as not to put unnecessary load on you and your lines.
IMPORTANT SATEFY NOTICE: A pilot who is dehydrated and/or not accustomed to spiralling can lose consciousness during a steep spiral dive!

ii. B-Line Stall

This is an effective way of making a moderate to rapid descent, but doesn't allow any forward speed.
Initiation: Take hold of the B-Risers (both sides at the same time) just above the maillons, and slowly but smoothly pull them down, twisting your hands until the canopy shows a span-wise crease at the B-line attachment points and stops flying forward (brakes remaining in your hands). It is difficult to pull at first, but becomes easier as the airfoil creases. Your sink rate will increase while your forward speed will reduce to practically zero.
Recovery: Let go of the risers smoothly but determinedly and symmetrically. The glider will speed up and gain forward movement. The brakes are kept in your hands at all time during this manoeuvre. When exiting, take care not to pull the brakes.
ATTENTION: IF THE B-RISERS ARE PULLED DOWN TOO MUCH THE WING MAY LOSE ITS SPANWISE FORM, OR THE TIPS COME IN FRONT OF THE CENTRE OF THE WING. IN THIS INSTANCE, THE B-RISERS MUST BE RELEASED IMMEDIATELY.

iii. "Big Ears"

This is the easiest and safest technique for descent while maintaining forward speed. Depending on how much of the wing-tip you deflate, 3m/s to 5m/s sink rate can be achieved. While in Big Ears, your forward speed can be increased by using the speed system. To use Big Ears with speed system, pull the ears in first and then push the speed bar. To recover, release the speed bar first and then open the ears.
The tendency for the wing to collapse is reduced while flying with Big Ears.
The VITA2 can be steered with Big Ears in by weight-shift alone.

Initiation: Reach up high and take hold of the metal maillon (quick-link) of the "outer" A-risers on each side of the glider. Pull both sides down simultaneous. Hold them in firmly. The tips will fold in. Make sure the lines are pulled down equally on each side and your big ears are even.
Recovery: The ears will open by themselves, but tips can stay in. To support the reopening pull at the brakes.

iv. "Big Ears" with B-Line

As an alternative to the "Big Ears" done by the outer A-lines it's possible to do "Big-Ears" with the outer B-lines instead. The tips make a partial B-stall, which gives a very similar result compared to doing it with the A-lines. To release, just put the B-lines up again. The advantage by doing so is that the ears are more stable and have no tendency to shake. A disadvantage would be that the ears cannot be alternated in size. This manoeuvre works in trim speed as well when accelerated.

ALL RAPID DESCENT MANOEUVRES SHOULD BE FIRST PRACTICED IN CALM AIR, WITH SUFFICIENT ALTITUDE AND WITH QUALIFIED SUPERVISION.

REMEMBER:
A wrong manoeuvre at the wrong time may change a straightforward situation into a dangerous problem. Extreme manoeuvres also expose your glider to forces which may damage it.

- Practice these techniques under qualified supervision preferably during a safety training course.
- Before initiating a manoeuvre, make sure that the airspace below is clear of obstructions or other pilots.
- During manoeuvres, watch both the glider and altitude above the ground.

Use of reserve:
If you lose control or if you are not absolutely sure that you have enough height for further attempts to recover, immediately use your reserve!

8. Maintenance and Repairs

The materials used to construct your VITA2 have been carefully chosen for maximum durability. If you treat your glider carefully and follow these guidelines, it will last you a long time. Excessive wear can occur by bad ground-handling, careless packing, unnecessary exposure to UV light, exposure to chemicals, heat and moisture.

Ground-Handling

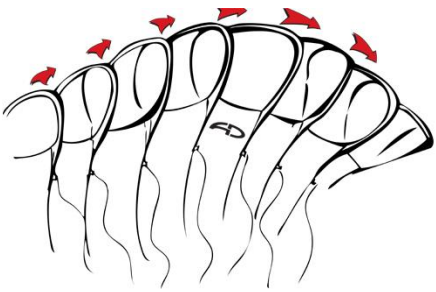
- Choose a suitable area to launch your glider. Lines caught on roots or rocks lead to unnecessary strain on the attachment tabs during inflation. Snagging lines may rip the canopy fabric or damage lines.
- When landing, never let the canopy fall on its leading edge. The sudden pressure increase can severely damage the air-resistant coating of the canopy as well as weaken the ribs and seams.
- Dragging the glider over grass, soil, sand or rocks, will significantly reduce its lifetime and increase its porosity.

- When preparing for launch or when ground-handling, be sure not to step on any of the lines or the canopy fabric.
- Don't tie any knots in the lines.

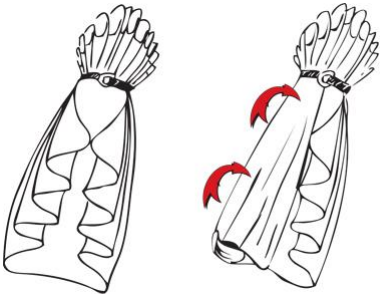
This glider will remain airworthy and in good condition for many years, if well cared for and packed correctly.

Packing the glider:
It is strongly recommended to concertina pack your glider by folding it rib onto rib, in order to preserve the shape of the leading edge and therefore help maintain inflation characteristics and performance.
The VITA2 has nylon rods in the leading edge which cannot break, but if packed badly (bending during packing) and stored for a long time may deform.
The AirPack inner bag can help you to pack your glider easily and properly.
For details, see the accessories section of the www.ad-gliders.com website.

Packing Recommendations for your AirDesign Glider.
1. Lay the lines / Risers / harness at the trailing edge of the wing. Collect the lines together and lay them as much as possible on top of the wing fabric. This protects the lines during packing and storage.
2. Starting either at one tip or at the centre of the wing, gather all the leading edge cell walls together so that the polyamide rods are side by side.
IMPORTANT NOTE: if you pack the glider on rough ground, first gather the wing into a 'cauliflower' by pulling in the lines, and then pack the leading edge. Dragging the canopy over rough ground will damage the fabric.



3. Lay the leading edge flat on the packing bag / AirPack and secure with the internal strap just below the end of the polyamide rods.
4. Adjust the packed leading edge to ensure all polyamide rods are flat against each other.
5. Fold the rest of the wing in from the tips on each side using the same concertina, procedure and then fold one side half lengthwise on top of the other.



6. Fold the wing up from the trailing edge into 2 or 3 folds, removing excess air and making sure that the packed leading edge is kept flat and outermost. DO NOT fold the leading edge back inside the wing. This may damage/distort the polyamide rods.

Storage

- Avoid packing your glider when it is wet. If there is no other way, then dry it as soon as possible away from direct sunlight and heat. Be careful to avoid storing your canopy when damp or wet: this is the most common reason for canopy degradation.
- Do not let your glider come into contact with seawater. If it does, rinse the lines, canopy and risers with fresh water and dry it away from direct sunlight before storing.

- After flight or when storing, always use the inner protection sack (or AirPack).
- When storing or during transport make sure your glider is not exposed to very high temperatures.
- Never let the glider come into contact with chemicals.
- For long-term storage, do not pack the glider too tight. Leave the rucksack zip open when possible to allow any moisture to evaporate.

Transport:
Some materials used in the construction of the glider are sensitive to temperature. Therefore, you should ensure that the glider is not exposed to excessive heat. For instance, do not leave the glider in a car during hot summer days.
When packing to send by post, use appropriate packing material.
Cleaning:
For cleaning, only use a soft sponge and clean water.
Do not use solvents, cleaners or abrasives.
Repairs:
Repairs must be done exclusively by the manufacturer, importer or authorized persons.
Use only original parts.
In case of questions, please contact AIRDESIGN directly.
Material Wear:
The VITA2 consists mainly of Nylon cloth.
This material does not lose much strength or become porous through exposure to UV radiation. However, despite this, you should take care to not expose the glider unnecessarily to sunlight. Unpack shortly before take-off and pack the glider right after landing.

The VITA2 is lined with sheathed Aramid and Dyneema lines. Take care not to stress any line mechanically. Overloading should be avoided as a stretching is non-reversible. Continuous bending of Aramid lines at the same spot weakens their strength.
When putting the glider to the ground, avoid dirt and dust as much as possible. Dirt can get between the fibres of the lines, which may shorten the lines and damage the covering.
When lines get caught during take-off, they can stretch or even break. Do not step on lines.
Sharp edges on the ground can damage the sheathing.
A brake line tangled around other lines can tear or cause damage.
Take care that no snow, stones or sand get into the canopy. The weight can pull down the trailing edge and slows the glider. In the worst case scenario, the glider can be caused to stall.
When launching in strong winds, the canopy can, if not controlled, overshoot and hit the ground hard. This can lead to tears in the ribs or damage the sail or stitching.
When landing, avoid the leading edge hitting the ground in front of you. This can damage the materials in the leading edge.
After landings in trees or water the line length must get checked. After contact with salt water wash the glider immediately with clean water.
Avoid contact of fabric with sweat.
Do not pull the glider over rough ground; his can damage the cloth at the contact points.
Do not pack the glider too tightly.

The total line length documents for each size of the VITA2 are found in the annex.

9. Checking the Glider

Even with the best possible care, each glider is subjected to a certain aging which can affect the flying characteristics, performance and safety.
A thorough inspection of all components, including checking suspension line strength, line geometry, riser geometry and permeability of the canopy material is mandatory.
2-Years Inspection:
After **24 months or 150 flight hours** (whichever occurs first) the glider must be inspected. This check will be made by the manufacturer, importer, distributor or other authorized persons.
The checking must be proven by a stamp on the certification sticker on the glider as well in the service book.
In the event that a glider is NOT checked according to this schedule, the airworthiness warranty of the glider is invalidated.
More information about servicing and inspections can be found in the document "Inspection Information" available on the AIRDESIGN website www.ad-gliders.com

Trim-Check:
After around 30 to 50 flight hours we recommend doing a trim-check – only lines are measured and if needed trimmed.
In general all kind of materials and all kind of paragliders are affected by forces and other influences. Especially within the first hours of flights the glider and its materials are setting.
That's why we recommend doing a trim-check to ensure the best performance and speed on your wing.
Our experiences have shown us that after this setting time (after around 30-50 hours) lines are not moving or changing length anymore.

Ground-handling times must be multiplied by factor of 2 due to the greater contact with abrasive surfaces.

Respecting nature and environment:
Finally, we would ask each pilot to take care of nature and our environment. Respect nature and the environment at all times but most particularly at take-off and landing places.
Respect others and paraglide in harmony with nature.
Do not leave marked tracks and do not leave rubbish behind.
Do not make unnecessary noise and respect sensitive biological areas.

The materials used on a paraglider should be recycled.
Please send old AIRDESIGN gliders back to AIRDESIGN offices. We will undertake to recycle the glider.

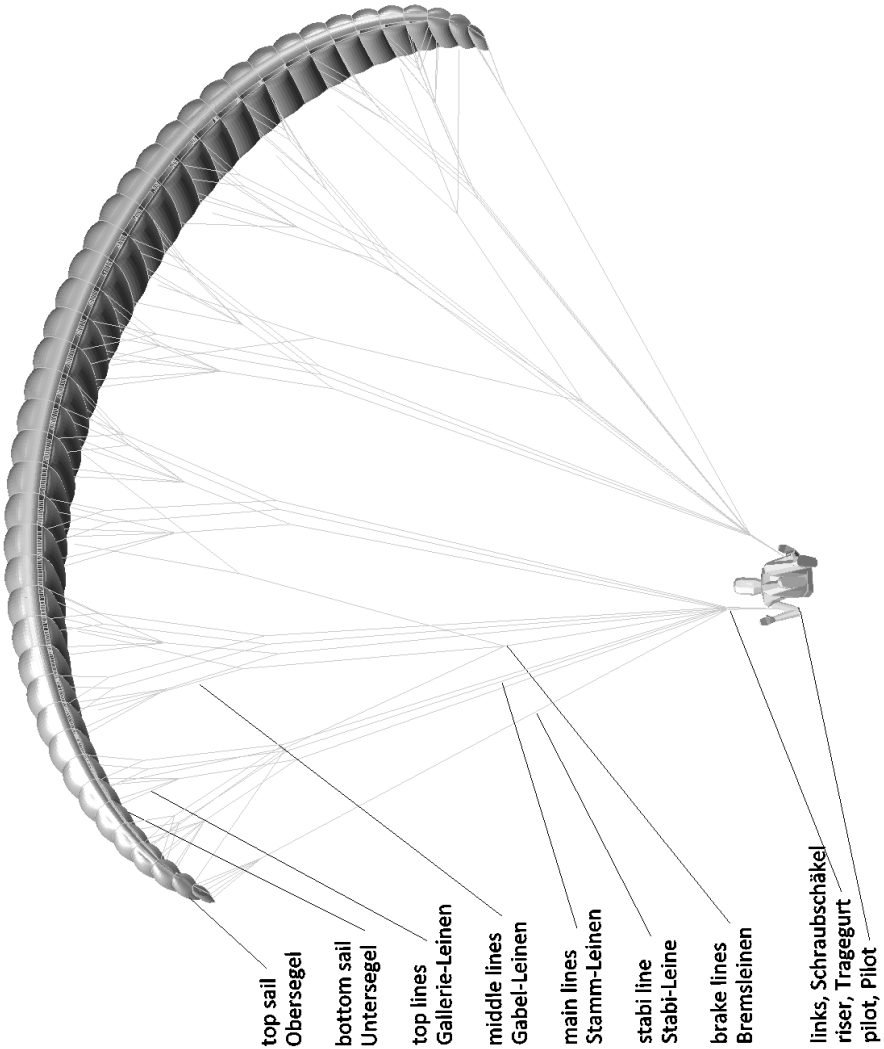
10. The Final Word

The VITA2 will give you hours of fun and satisfaction in the air. We wish you lots of enjoyable flights!
Treat your glider well and show respect for the demands and dangers of flying.
We ask all pilots to fly with care and to respect the national and international laws with regard to our sport.

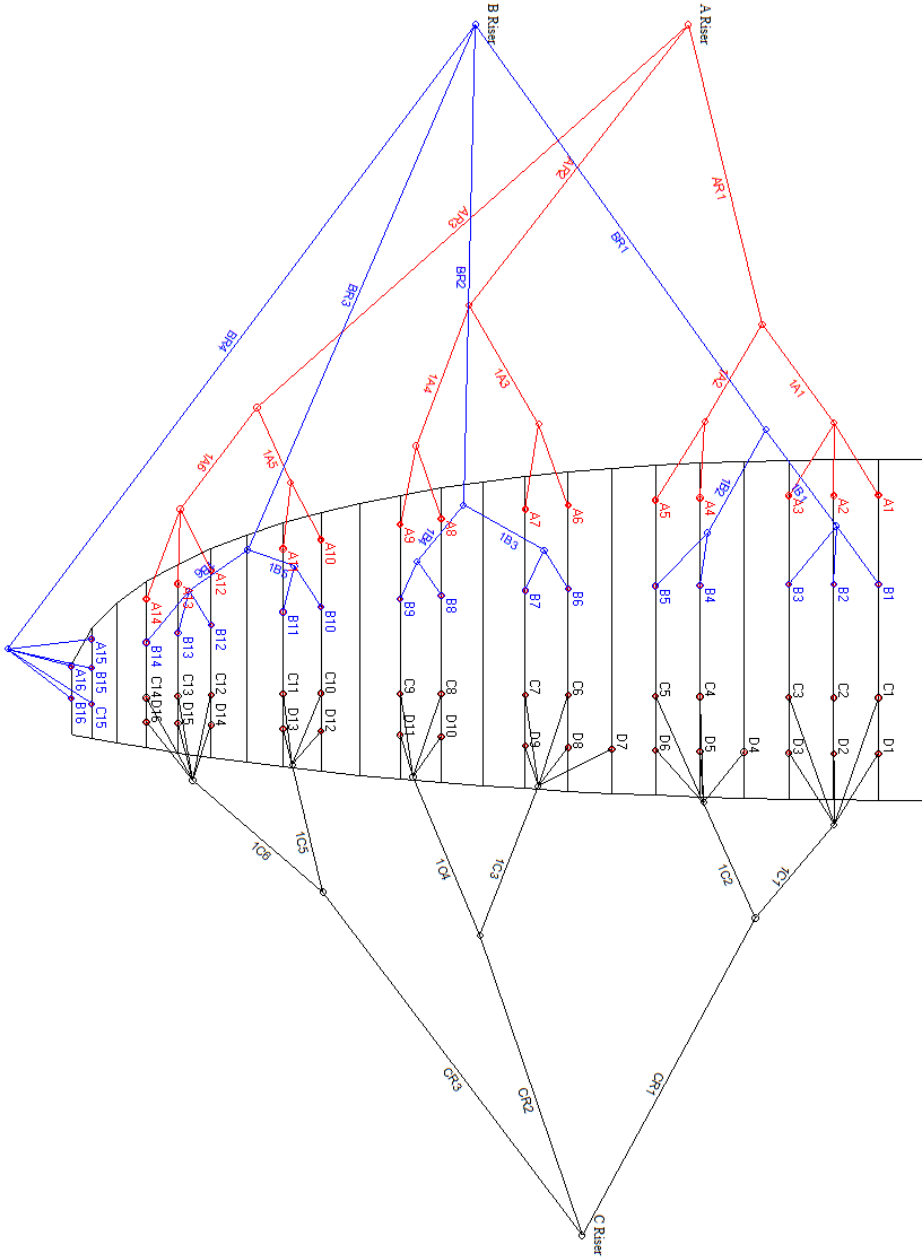
SEE YOU IN THE SKY!

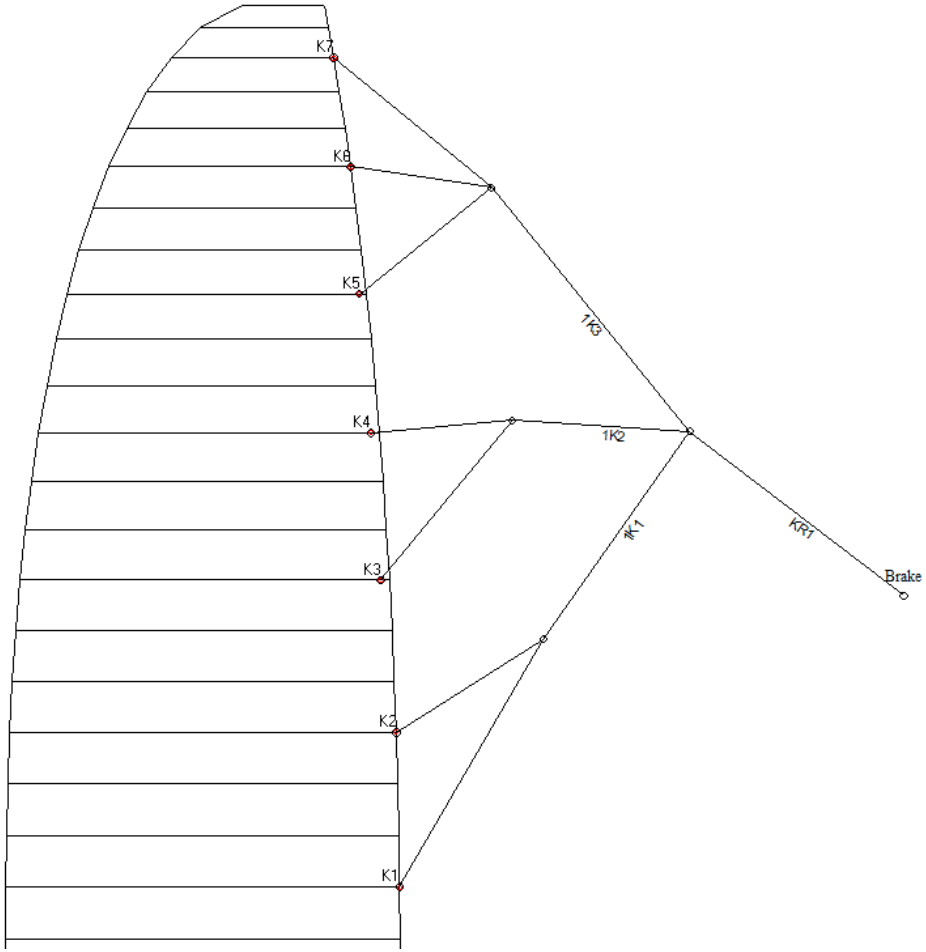
A. ANHANG - ANNEX

a. Übersichtszeichnung – Overview



b. Leinenplan – line plan




K7
K6
K5
K4
K3
K2
K1
1K3
1K2
1K1
KR1
Brake

c. Tragegurt - Riser

Die Längen des Tragegurtes sowie der Beschleunigerwege entnehmen sie bitte der EBL/DDP unter Anhang C.

Der maximale Beschleunigerweg (gemessen Achse Beschleunigerrollen) beträgt 14cm für die Größen S,M,L,XL und 12,5cm für die Größen XXS und XS..
Für die Betätigung zum „Ohren anlegen“ bitte lesen Sie unter Punkt: 7.m.iii Ohren anlegen

Bis auf den Beschleuniger und das „Ohren anlegen“ weist der Tragegurt keine anderen einstellbaren, entfernbaren oder variablen Vorrichtungen auf.

Please find length for Riser and accelerator in EBL/DDP in section C.

The maximum range of accelerator (measured between pulleys axis) is 14cm for sizes S,M,L,XL and 12,5cm for sizes XXS and XS.
How to use the “big-ears” please read at point: 7.m.iii “big-ears”.
Except for the accelerator and the “big-ears” the Riser has no other adjustable, removable or variable equipments mounted.

<u>Beschleunigerlängen – Accelerator Length - VITA2</u>

VITA2 L,M,S:

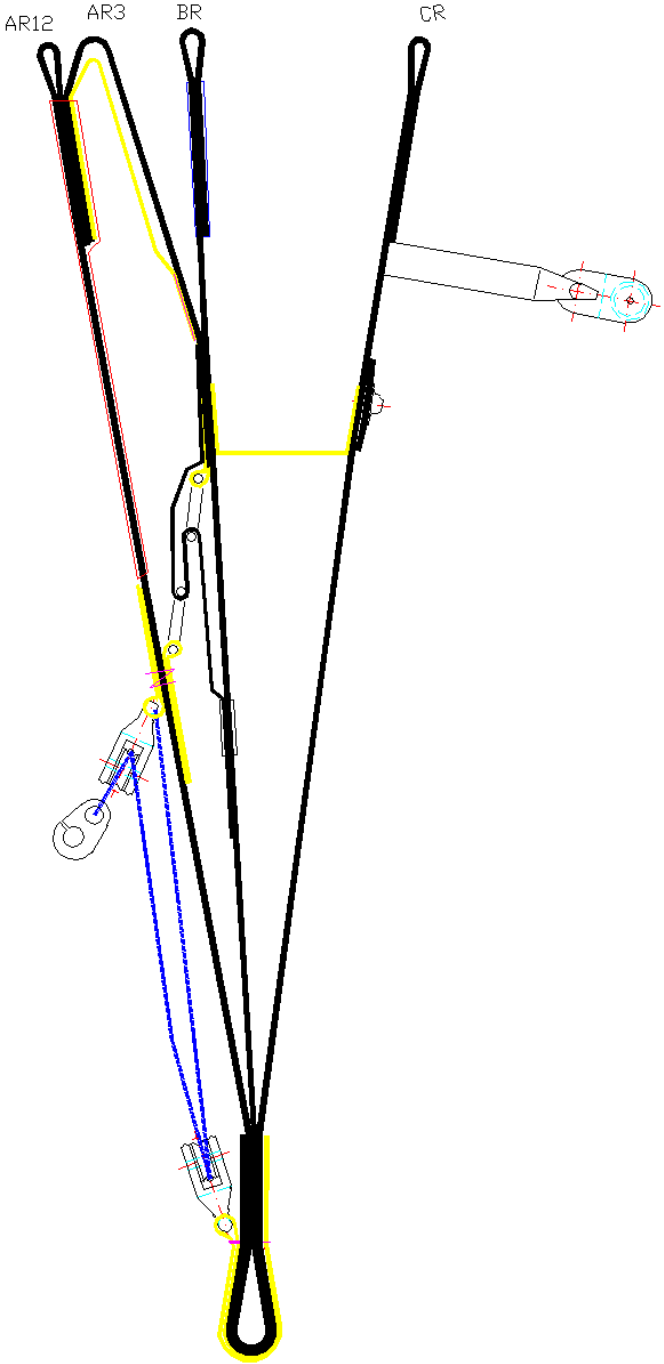
Speedsystem mm

	A1	A2	B	C
offen/normal	515	515	515	515
speed	385	400	415	515

VITA2 XXS, XS:

Speedsystem mm

	A1	A2	B	C
offen/normal	510	510	510	510
speed	380	395	415	510


AR12
AR3
BR
CR

B. Material – Materials

VITA2:

Segeltuch/Sail:

- Obersegel/Top Sail: DOMINICO - DOKDO-30DMF(WR) 40 Gramm
- Untersegel/Bottom Sail: DOMINICO - DOKDO-30DMF(WR) 40 Gramm
- Rippen/Ribs: Dominico 30D hard

Leinen/Lines:

- Gallerieleinen/Top lines: Liros DSL70
- Gabelleinen/Middle lines: Liros PPSL120
- Stammleinen/Main lines: EDELRID 7343-280

Tragegurt/Riser: 20mm Nylon
Schraubschäkel/Maillons: 4,3mm JOO-TECH/Korea

VITA2 Superlight:

Segeltuch/Sail:

- Obersegel/Top Sail: DOMINICO - DOKDO-20DMF(WR) / Porcher Skytex 27 classic II
- Untersegel/Bottom Sail: Porcher Skytex 27 classic II
- Rippen/Ribs: Porcher Skytex 27 hard

Leinen/Lines:

- Gallerieleinen/Top lines: Edelrid 8000/U-90
- Gabelleinen/Middle lines: Edelrid 8000/U-130 / 190
- Stammleinen/Main lines: Edelrid 8000/U-230

Tragegurt/Riser: Liros 13mm Aramid/Polyester
Schraubschäkel/Maillons: 4,3mm JOO-TECH/Korea

C. Erklärung über Bauausführung und Leistung (EBL) – Declaration of Design and Performance (DDP)

EAPR Messen | Prüfen | Bewerten

Form: IB-EBL-GS Rev. 1.3 - 01.02.2014

Preceding report
- none -

Inspection report

Paraglider

Documentation number	**EAPR-GS-0507/16**	Ausgabe	0
Subcontract	Schock-/Belastungstest	*english version*	
Customer	**AIRDESIGN GmbH.** Rhombergstraße 9, 3 Stock 6067 Absam AUSTRIA		
Order from	20.02.2016		
Order entrance	20.02.2016		
Contents of order	Determining the classification and sufficient strength of a paraglider		
Kind of order	comprehensive	reference	none
Place of Inspection	87730 Bad Grönenbach, Sitz der Inspektionsstelle		
Inspection item	**VITA 2 M**		
Serial number	X 13 13 M3PP160101	Condition	new
Inspection basis	**LTF 91/09, Pkt. 1., 3., 10., Anhang I, -** **EN 926-2 - EN 926-1 - IA 013,014**		
Testing period	20.02.2016	to	08.04.2016
Inspection date	**08.04.2016**		

This inspection report includes 4 pages including cover page and annex

EAPR GmbH
Inspektionsstelle für
Luftsportgeräte
Marktstr. 11
D-87730 Bad Grönenbach

Fon +49 (0) 8334-534470
info@eapr.eu
www.eapr.eu

Postbank AG
796200806 BLZ 70010080
IBAN:
DE66 7001 0080 0796 2008 06
BIC: PBNKDEFFXXX

DAkkS Deutsche Akkreditierungsstelle D-IS-18891-01-00

Cause

This inspection is required due to the legal necessity for manufacturers of air sports equipment according to the LuftGerPV to have their product type inspected by an accredited inspection body in accordance with the applicable airworthiness requirements.

Pattern to be inspected: **VITA 2 M**

1	minimum take-off weight	kg	**85**
2	maximum take-off weight	kg	**105**
3	determined classification	EN/LTF	**LTF / EN B**
4	Proven max. strength	daN	**937,5**
5	Weight	kg	**5,80**
6	Operations Manual, version		**Rev1 14.03.2016**
7	Specifications, version		**08.04.2016**

Nothing was omitted from the original scope of inspection

The testflights were conducted by two EAPR-testpilots

The shock- /load test was supplied by the manufacturer and verified positive by the EAPR.

Summary

The tested sample is in accordance with the legal requirements (Lufttüchtigkeitsforderungen) regarding the standards, procedures and subchapters listed in -Inspection basis-

i.A./
Guido Reseg
Inspector and Head of Inspection Unit

EAPR GmbH - Materialprüfstelle - Marktstraße 11 87730 Bad Grönenbach Fon: 08334 - 534 470 info@eapr.eu

Bad Grönenbach, 08.04.2016

EAPR GmbH
Inspektionsstelle für
Luftsportgeräte
Marktstr. 11
D-87730 Bad Grönenbach

Fon +49 (0) 8334-534470
info@eapr.eu
www.eapr.eu

Postbank AG
796200806 BLZ 70010080
IBAN:
DE66 7001 0080 0796 2008 06
BIC: PBNKDEFFXXX

DAkkS Deutsche Akkreditierungsstelle D-IS-18891-01-00

EAPR GmbH
Annex 1 Inspectionsreport No. EAPR-GS-0507/16

Messen | Prüfen | Bewerten

EBL-GS-DB - Stand 19.12.2012 - V5

Declaration of Design and Performance (DDP)
08.04.2016

Paraglider

Type testing	**EAPR-GS-0507/16**
Test sample	**VITA 2 M**
Type testing owner	**AIRDESIGN GmbH.** **Rhombergstraße 9, 3 Stock** **6067 Absam** **AUSTRIA**

Date of type testing declaration	**08.04.2016**
Manner of type of testing	**comprehensive**
Reference	**none**

Certified standards and procedures	**LTF 91/09, Pkt. 1., 3., 10., Anhang I, -** **EN 926-2 - EN 926-1 - IA 013,014**

System weight without bag - kg	**5,8 kg**
Allowable min. payload	**85 kg**
Allowable max. payload	**105 kg**
Number of seats	**1**
Classification	**LTF / EN B**
Foot accelerater	**yes**
Trim device (hand operated)	**no**
suitable for training	**yes**

Tested with foldinglines	**none**

Riser lenght mm	A	A2	B	C	D	E
open-normal	**515**	**515**	**515**	**515**		
Accelerated	**385**	**400**	**415**	**515**		
closed						

trailing edge	half		**5890 mm**
Cell depth on lower surface form air intake to the trailing edge	Center cell or center rippe +		**2588 mm**
			2525 mm
			2230 mm

Center rippe +	R1	R4	R8
0 → A	**142 mm**	**136 mm**	**118 mm**
A → B	**714 mm**	**695 mm**	**612 mm**
B → C	**911 mm**	**894 mm**	**790 mm**
C → D	**448 mm**	**442 mm**	**336 mm**

The measured values at the lower surface of the trailing edge, cell depth and spacing of the articulation points were determined under tensile load of 50 N.

line length: mm

	A	B	C	D	E	Br
1	**7725**	**7665**	**7729**	**7860**		**8005**
2	**7610**	**7545**	**7640**	**7780**		**7640**
3	**7626**	**7565**	**7620**	**7760**		**7380**
4	**7581**	**7521**	**7599**	**7750**		**7130**
5	**7620**	**7560**	**7640**	**7725**		**7015**
6	**7531**	**7475**	**7554**	**7765**		**6920**
7	**7450**	**7395**	**7490**	**7785**		**6975**
8	**7376**	**7330**	**7425**	**7670**		
9	**7376**	**7335**	**7425**	**7610**		
10	**7245**	**7185**	**7260**	**7505**		
11	**7155**	**7105**	**7175**	**7500**		
12	**7040**	**7000**	**7050**	**7315**		
13	**6980**	**6940**	**6990**	**7230**		
14	**7050**	**6995**	**6990**	**7090**		
15	**6705**	**6670**	**6735**	**7025**		
16	**6590**	**6640**		**7025**		
17						
18						
19						
20						
21						
22						
23						
24						
25						

Kind of measuring	**Lines with riser and links up to lower surface undertension load 50N**

Comments	**none**

Manual version dated	**Rev1 14.03.2016**

Periodical checks	**24 Monate / 150 Flugstunden**

Bad Grönenbach, 08.04.2016

This explanation was provided electronically and is valid without signature

AIRDESIGN

Messen | Prüfen | Bewerten

Form: IB-EBL-GS Rev. 1.3 - 01.02.2014

Preceding report
- none -

Inspection report

Paraglider

Documentation number Subcontract	**EAPR-GS-0525/16** Shock-/Loadtest	Ausgabe *english version*	0
Customer	**AIRDESIGN GmbH.** Rhombergstraße 9, 3 Stock 6067 Absam AUSTRIA		
Order from	10.05.2016		
Order entrance	10.05.2016		
Contents of order	Determining the classification and sufficient strength of a paraglider		
Kind of order	simplified	reference	507
Place of Inspection	87730 Bad Grönenbach, Sitz der Inspektionsstelle		
Inspection item	**Vita 2 L**		
Serial number	x13/3s/pp16005	Condition	new
Inspection basis	**LTF 91/09, Pkt. 1., 3., 10., Anhang I, -** **EN 926-2 - EN 926-1 - IA 013,014**		
Testing period	10.05.2016	to	28.06.2016
Inspection date	**28.06.2016**		

This inspection report includes 6 pages including cover page and annex

Cause

This inspection is required due to the legal necessity for manufacturers of air sports equipment according to the LuftGerPV to have their product type inspected by an accredited inspection body in accordance with the applicable airworthiness requirements.

Pattern to be inspected: **Vita 2 L**

1	minimum take-off weight	kg	**100**
2	maximum take-off weight	kg	**125**
3	determined classification	EN/LTF	**EN/LTF B**
4	Proven max. strength	daN	**1220**
5	Weight	kg	**6,00**
6	Operations Manual, version		**Rev. 3 - 17.06.2016**
7	Specifications, version		**28.07.2016**

Nothing was omitted from the original scope of inspection

The testflights were conducted by two EAPR-testpilots

Summary

i.A.
Guido Reisch
Inspector and Head of Inspectionbody

EAPR GmbH
- Mustersortdatei -
Marktstraße 11
87730 Bad Grönenbach
Tel. 08334 - 53 44 70
Mail: info@eapr.eu

Bad Grönenbach, 28.07.2016

AIRDESIGN

EAPR GmbH
Annex 1 Inspectionsreport No. EAPR-GS-0525/16

EAPR Messen | Prüfen | Bewerten

EBL-GS-DB - Stand 19.12.2012 - V5

Declaration of Design and Performance (DDP)
28.07.2016

Paraglider

Type testing	**EAPR-GS-0525/16**
Test sample	**Vita 2 L**
Type testing owner	**AIRDESIGN GmbH.** **Rhombergstraße 9, 3 Stock** **6067 Absam** **AUSTRIA**

Date of type testing declaration	**28.06.2016**
Manner of type of testing	**simplified**
Reference	**507**

Certified standards and procedures	**LTF 91/09, Pkt. 1., 3., 10., Anhang I, -** **EN 926-2 - EN 926-1 - IA 013,014**

System weight without bag - kg	**6,0 kg**
Allowable min. payload	**100 kg**
Allowable max. payload	**125 kg**
Number of seats	**1**
Classification	**EN/LTF B**
Foot accelerater	**yes**
Trim device (hand operated)	**no**
suitable for training	**no**

Tested with foldinglines	**none**

Riser lenght mm	A	A2	B	C	D	E
open-normal	**510**	**510**	**510**	**510**		
Accelerated	**370**	**385**	**400**	**510**		
closed						

trailing edge	half		**6140 mm**
Cell depth on lower surface form air intake to the trailing edge	Center cell or center rippe +	1	**2701 mm**
		4	**2656 mm**
		8	**2350 mm**

Center rippe +	R1	R4	R8
0 → A	**142 mm**	**142 mm**	**129 mm**
A → B	**753 mm**	**734 mm**	**644 mm**
B → C	**945 mm**	**936 mm**	**831 mm**
C → D	**465 mm**	**461 mm**	**358 mm**

The measured values at the lower surface of the trailing edge, cell depth and spacing of the articulation points were determined under tensile load of 50 N.

line length: mm

	A	B	C	D	E	Br
1	**8040**	**7980**	**8043**	**8169**		**8325**
2	**7925**	**7860**	**7960**	**8090**		**7950**
3	**7940**	**7880**	**7935**	**8069**		**7680**
4	**7895**	**7830**	**7910**	**8060**		**7425**
5	**7935**	**7875**	**7960**	**8035**		**7315**
6	**7845**	**7785**	**7864**	**8075**		**7205**
7	**7760**	**7705**	**7800**	**8105**		**7260**
8	**7685**	**7635**	**7730**	**7985**		
9	**7680**	**7640**	**7730**	**7920**		
10	**7545**	**7490**	**7560**	**7820**		
11	**7455**	**7410**	**7470**	**7810**		
12	**7335**	**7290**	**7340**	**7625**		
13	**7270**	**7235**	**7280**	**7530**		
14	**7335**	**7280**	**7275**	**7380**		
15	**7025**	**6965**	**6995**	**7305**		
16	**6881**	**6900**		**7305**		
17						
18						
19						
20						
21						
22						
23						
24						
25						

Kind of measuring	**Lines with riser and links up to lower surface undertension load 50N**

Comments	**none**

Manual version dated	**Rev. 3 - 17.06.2016**

Periodical checks	**24 m / 150 h**

Bad Grönenbach, 28.06.2016

This explanation was provided electronically and is valid without signature

AIRDESIGN

D. Leinen - Lines

XB13XXS - VITA2 XXS - rev2										
Linked Line Check Sheet										
	A		**B**		**C**		**D**		**K**	
	Name		Name		Name		Name		Name	
1	A1	6095	B1	6040	C1	6095	D1	6200	K1*	6785
2	A2	5990	B2	5930	C2	6015	D2	6125	K2*	6460
3	A3	6005	B3	5955	C3	5995	D3	6105	K3	6225
4	A4	5960	B4	5905	C4	5970	D4	6100	K4	6010
5	A5	5995	B5	5940	C5	6010	D5	6075	K5	5915
6	A6	5915	B6	5865	C6	5930	D6	6110	K6	5820
7	A7	5840	B7	5790	C7	5875	D7	6140	K7	5890
8	A8	5775	B8	5735	C8	5815	D8	6030		
9	A9	5780	B9	5740	C9	5815	D9	5975		
10	A10	5655	B10	5605	C10	5665	D10	5890		
11	A11	5580	B11	5535	C11	5590	D11	5885		
12	A12	5490	B12	5450	C12	5485	D12	5715		
13	A13	5430	B13	5395	C13	5435	D13	5640		
14	A14	5515	B14	5465	C14	5450	D14	5520		
15	A15	5240	B15	5180	C15	5210	D15	5460		
16	A16	5110	B16	5130			D16	5475		

AIRDESIGN

XB13XXS - VITA2 XXS - rev2		
DSL70 red		
Name	No.	Sewn
A13	2	250
B13	2	255
B8	2	300
B7, B9, B11	6	305
A11, AB12	6	310
B14	2	325
A14	2	335
A8	2	340
A9	2	345
A7	2	355
B4, B10	4	375
B6	2	380
A10	2	385
B5	2	410
A4, A6	4	430
B2	2	445
A5, C13	4	465
A16, B3	4	470
C14	2	480
B16, D15	4	490
A2, D16	4	505
C12	2	515
A3	2	520
C11	2	530
B15	2	540
D14	2	550
B1	2	555
C15	2	570
D13	2	580
A15	2	600
C10	2	605
A1	2	610
D12	2	655
C8, C9	4	745
C7	2	805
D11	2	815
D10	2	820
C6	2	860
C4	2	900
D9	2	905
C3	2	925
C5	2	940
C2	2	945
D8	2	960
D5	2	1005
C1	2	1025
D4	2	1030
D3	2	1035
D6	2	1040
D2	2	1055
D7	2	1070
D1	2	1130

DSL70 yellow		
Name	No.	Sewn
K4	2	1280
K6	2	1350
K7	2	1420
K5	2	1445
K2	2	1490
K3	2	1495
K1	2	1815
PPSL120 red		
Name	No.	Sewn
1C6	2	950
1C5	2	1040
1C1, 1C2, 1C3, 1C4	8	1050
1B6	2	1120
1A6	2	1160
1B5	2	1210
1A5	2	1250
1AB4	4	1415
1AB1, 1AB3	8	1465
1AB2	4	1510
PPSL120 yellow		
Name	No.	Sewn
1K3	2	2160
1K2	2	2420
1K1	2	2590
A-7343-280-018		
Name	No.	Sewn
AR1, AR2, AR3	6	4050
A-7343-280-005		
Name	No.	Sewn
BR1, BR2, BR3	6	4050
6843-120-041		
Name	No.	Sewn
BR4	2	4655
A-7343-280-024		
Name	No.	Sewn
CR1, CR2, CR3	6	4050
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2370

XB13XXS - VITA2 XXS - rev3 - superlight

8000/U-90-018			
Name	No.	Sewn	
A13	2	250	
B13	2	255	
B8	2	300	
B7, B9, B11	6	305	
A11, AB12	6	310	
B14	2	325	
A14	2	335	
A8	2	340	
A9	2	345	
A7	2	355	
B4, B10	4	375	
B6	2	380	
A10	2	385	
B5	2	410	
A4, A6	4	430	
B2	2	445	
A5, C13	4	465	
A16, B3	4	470	
C14	2	480	
B16, D15	4	490	
A2, D16	4	505	
C12	2	515	
A3	2	520	
C11	2	530	
B15	2	540	
D14	2	550	
B1	2	555	
C15	2	570	
D13	2	580	
A15	2	600	
C10	2	605	
A1	2	610	
D12	2	655	
C8, C9	4	745	
C7	2	805	
D11	2	815	
D10	2	820	
C6	2	860	
C4	2	900	
D9	2	905	
C3	2	925	
C5	2	940	
C2	2	945	
D8	2	960	
D5	2	1005	
C1	2	1025	
D4	2	1030	
D3	2	1035	
D6	2	1040	
D2	2	1055	
D7	2	1070	
D1	2	1130	
8000/U-90-018			

Name	No.	Sewn	
K4	2	1280	
K6	2	1350	
K7	2	1420	
K5	2	1445	
K2	2	1490	
K3	2	1495	
K1	2	1815	
8000/U-130-018			
Name	No.	Sewn	INI
1C6	2	950	both sides
1C5	2	1040	both sides
1C1, 1C2, 1C3, 1C4	8	1050	both sides
1B6	2	1120	both sides
1A6	2	1160	both sides
1B5	2	1210	both sides
1A5	2	1250	both sides
1AB4	4	1415	both sides
1AB3	4	1465	both sides
8000/U-190-018			
Name	No.	Sewn	INI
1AB1	4	1465	both sides
1AB2	4	1510	both sides
8000/U-130-018			
Name	No.	Sewn	INI
1K3	2	2160	both sides
1K2	2	2420	both sides
1K1	2	2590	both sides
8000/U-230-018			
Name	No.	Sewn	INI
AR1, AR2, AR3	6	4050	top side
8000/U-230-018			
Name	No.	Sewn	INI
BR1, BR2, BR3	6	4050	top side
8000/U-130-006			
Name	No.	Sewn	INI
BR4	2	4655	top side
8000/U-230-018			
Name	No.	Sewn	INI
CR1, CR2, CR3	6	4050	top side
A-10/N-150 yellow			
Name	No.	Sewn	
KR1	2	2370	

XB13XS - VITA2 XS - rev2

Linked Line Check Sheet

	A		B		C		D		K	
	Name		Name		Name		Name		Name	
1	A1	6435	B1	6380	C1	6435	D1	6540	K1*	7145
2	A2	6325	B2	6265	C2	6350	D2	6465	K2*	6810
3	A3	6340	B3	6285	C3	6330	D3	6445	K3	6565
4	A4	6295	B4	6240	C4	6310	D4	6440	K4	6340
5	A5	6330	B5	6275	C5	6350	D5	6415	K5	6245
6	A6	6245	B6	6195	C6	6265	D6	6450	K6	6150
7	A7	6170	B7	6120	C7	6210	D7	6485	K7	6210
8	A8	6105	B8	6065	C8	6145	D8	6370		
9	A9	6105	B9	6065	C9	6150	D9	6315		
10	A10	5980	B10	5930	C10	5995	D10	6225		
11	A11	5900	B11	5855	C11	5915	D11	6220		
12	A12	5805	B12	5765	C12	5805	D12	6045		
13	A13	5745	B13	5705	C13	5750	D13	5965		
14	A14	5825	B14	5775	C14	5760	D14	5840		
15	A15	5545	B15	5485	C15	5515	D15	5775		
16	A16	5415	B16	5430			D16	5785		

* K1,K2 length measured including raff-system

AIRDESIGN

XB13XS - VITA2 XS - rev2		
DSL70 red		
Name	**No.**	**Sewn**
AB13	4	295
B8, B9	4	345
B7, B11	4	350
A11, AB12	6	355
B14	2	365
A14	2	375
A8, A9	4	385
A7	2	400
B4, B6, B10	6	425
A10	2	435
B5	2	460
A6	2	475
A4	2	480
B2	2	495
A5, B3	4	515
C13	2	520
C14	2	530
A16	2	535
D15	2	545
B16	2	550
A2, D16	4	555
A3	2	570
C12	2	575
C11	2	590
B15	2	605
B1, D14	4	610
C15	2	635
D13	2	640
A1, A15	4	665
C10	2	670
D12	2	720
C8	2	815
C9	2	820
C7	2	880
D11	2	890
D10	2	895
C6	2	935
C4	2	980
D9	2	985
C3	2	1000
C2, C5	4	1020
D8	2	1040
D5	2	1085
C1	2	1105
D4	2	1110
D3	2	1115
D6	2	1120
D2	2	1135
D7	2	1155
D1	2	1210

DSL70 yellow		
Name	**No.**	**Sewn**
K4	2	1375
K6	2	1460
K7	2	1520
K5	2	1555
K2	2	1595
K3	2	1600
K1	2	1930
PPSL120 red		
Name	**No.**	**Sewn**
1C6	2	1000
1C5	2	1095
1C1, 1C2, 1C3, 1C4	8	1100
1B6	2	1180
1A6	2	1220
1B5	2	1275
1A5	2	1315
1AB4	4	1490
1AB1, 1AB3	8	1540
1AB2	4	1585
PPSL120 yellow		
Name	**No.**	**Sewn**
1K3	2	2270
1K2	2	2545
1K1	2	2725
A-7343-280-018		
Name	**No.**	**Sewn**
AR1, AR2, AR3	6	4260
A-7343-280-005		
Name	**No.**	**Sewn**
BR1, BR2, BR3	6	4260
6843-120-041		
Name	**No.**	**Sewn**
BR4	2	4895
A-7343-280-024		
Name	**No.**	**Sewn**
CR1, CR2, CR3	6	4260
A-10/N-200 yellow		
Name	**No.**	**Sewn**
KR1	2	2480

XB13XS - VITA2 XS - rev2 Superlight		
8000/U-90-018		
Name	No.	Sewn
AB13	4	295
B8, B9	4	345
B7, B11	4	350
A11, AB12	6	355
B14	2	365
A14	2	375
A8, A9	4	385
A7	2	400
B4, B6, B10	6	425
A10	2	435
B5	2	460
A6	2	475
A4	2	480
B2	2	495
A5, B3	4	515
C13	2	520
C14	2	530
A16	2	535
D15	2	545
B16	2	550
A2, D16	4	555
A3	2	570
C12	2	575
C11	2	590
B15	2	605
B1, D14	4	610
C15	2	635
D13	2	640
A1, A15	4	665
C10	2	670
D12	2	720
C8	2	815
C9	2	820
C7	2	880
D11	2	890
D10	2	895
C6	2	935
C4	2	980
D9	2	985
C3	2	1000
C2, C5	4	1020
D8	2	1040
D5	2	1085
C1	2	1105
D4	2	1110
D3	2	1115
D6	2	1120
D2	2	1135
D7	2	1155
D1	2	1210
8000/U-90-018		
Name	No.	Sewn
K4	2	1375

K6	2	1460	
K7	2	1520	
K5	2	1555	
K2	2	1595	
K3	2	1600	
K1	2	1930	
8000/U-130-018			
Name	No.	Sewn	INI
1C6	2	1000	both sides
1C5	2	1095	both sides
1C1, 1C2, 1C3, 1C4	8	1100	both sides
1B6	2	1180	both sides
1A6	2	1220	both sides
1B5	2	1275	both sides
1A5	2	1315	both sides
1AB4	4	1490	both sides
1AB3	4	1540	both sides
8000/U-190-018			
Name	No.	Sewn	INI
1AB1	4	1540	both sides
1AB2	4	1585	both sides
8000/U-130-018			
Name	No.	Sewn	INI
1K3	2	2270	both sides
1K2	2	2545	both sides
1K1	2	2725	both sides
8000/U-230-018			
Name	No.	Sewn	INI
AR1, AR2, AR3	6	4260	top side
8000/U-230-018			
Name	No.	Sewn	INI
BR1, BR2, BR3	6	4260	top side
8000/U-130-006			
Name	No.	Sewn	INI
BR4	2	4895	top side
8000/U-230-018			
Name	No.	Sewn	INI
CR1, CR2, CR3	6	4260	top side
A-10/N-150 yellow			
Name	No.	Sewn	
KR1	2	2480	

XB13S - VITA2 S - rev2

Linked Line Check Sheet

	A		B		C		D		K	
	Name		Name		Name		Name		Name	
1	A1	6865	B1	6810	C1	6865	D1	6990	K1*	7610
2	A2	6755	B2	6690	C2	6780	D2	6910	K2*	7260
3	A3	6770	B3	6710	C3	6760	D3	6890	K3	7005
4	A4	6725	B4	6665	C4	6740	D4	6885	K4	6765
5	A5	6760	B5	6705	C5	6785	D5	6860	K5	6665
6	A6	6675	B6	6620	C6	6700	D6	6895	K6	6565
7	A7	6595	B7	6545	C7	6635	D7	6925	K7	6625
8	A8	6525	B8	6480	C8	6575	D8	6810		
9	A9	6525	B9	6485	C9	6575	D9	6750		
10	A10	6395	B10	6345	C10	6415	D10	6655		
11	A11	6310	B11	6265	C11	6330	D11	6650		
12	A12	6205	B12	6165	C12	6210	D12	6470		
13	A13	6145	B13	6105	C13	6155	D13	6385		
14	A14	6220	B14	6165	C14	6160	D14	6250		
15	A15	5925	B15	5865	C15	5900	D15	6180		
16	A16	5785	B16	5810			D16	6190		

* K1,K2 length measured including raff-system

AIRDESIGN

XB13S - VITA2 S - rev2		
DSL70 red		
Name	No.	Sewn
AB13	4	350
B8	2	400
B7, B9	4	405
AB12, B11, B14	8	410
A11	2	415
A14	2	425
A8, A9	4	445
A7	2	455
B4, B6	4	480
B10	2	490
A10	2	500
B5	2	520
A6	2	535
A4	2	540
B2	2	550
B3	2	570
A5	2	575
C13	2	590
A16, C14	4	595
A2, D15	4	615
B16	2	620
D16	2	625
A3	2	630
C12	2	645
C11	2	665
B1	2	670
B15	2	675
D14	2	685
C15	2	710
D13	2	720
A1	2	725
A15	2	735
C10	2	750
D12	2	805
C8, C9	4	905
C7	2	965
D11	2	980
D10	2	985
C6	2	1030
C4	2	1070
D9	2	1080
C3	2	1090
C2	2	1110
C5	2	1115
D8	2	1140
D5	2	1190
C1	2	1195
D4	2	1215
D3	2	1220
D6	2	1225
D2	2	1240
D7	2	1255
D1	2	1320

DSL70 yellow		
Name	No.	Sewn
K4	2	1495
K6	2	1585
K7	2	1645
K5	2	1685
K2	2	1730
K3	2	1735
K1	2	2080
PPSL120 red		
Name	No.	Sewn
1C6	2	1065
1C5	2	1165
1C1, 1C2, 1C3, 1C4	8	1170
1B6	2	1255
1A6	2	1295
1B5	2	1355
1A5	2	1395
1AB4	4	1580
1AB1, 1AB3	8	1640
1AB2	4	1685
PPSL120 yellow		
Name	No.	Sewn
1K3	2	2415
1K2	2	2705
1K1	2	2895
A-7343-280-018		
Name	No.	Sewn
AR1, AR2, AR3	6	4530
A-7343-280-005		
Name	No.	Sewn
BR1, BR2, BR3	6	4530
6843-120-041		
Name	No.	Sewn
BR4	2	5205
A-7343-280-024		
Name	No.	Sewn
CR1, CR2, CR3	6	4530
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2625

XB13S - VITA2 S - rev3 Superlight

8000/U-90-018		
Name	No.	Sewn
AB13	4	350
B8	2	400
B7, B9	4	405
AB12, B11, B14	8	410
A11	2	415
A14	2	425
A8, A9	4	445
A7	2	455
B4, B6	4	480
B10	2	490
A10	2	500
B5	2	520
A6	2	535
A4	2	540
B2	2	550
B3	2	570
A5	2	575
C13	2	590
A16, C14	4	595
A2, D15	4	615
B16	2	620
D16	2	625
A3	2	630
C12	2	645
C11	2	665
B1	2	670
B15	2	675
D14	2	685
C15	2	710
D13	2	720
A1	2	725
A15	2	735
C10	2	750
D12	2	805
C8, C9	4	905
C7	2	965
D11	2	980
D10	2	985
C6	2	1030
C4	2	1070
D9	2	1080
C3	2	1090
C2	2	1110
C5	2	1115
D8	2	1140
D5	2	1190
C1	2	1195
D4	2	1215
D3	2	1220
D6	2	1225
D2	2	1240
D7	2	1255
D1	2	1320

8000/U-90-018			
Name	No.	Sewn	
K4	2	1495	
K6	2	1585	
K7	2	1645	
K5	2	1685	
K2	2	1730	
K3	2	1735	
K1	2	2080	
8000/U-130-018			
Name	No.	Sewn	INI
1C6	2	1065	both sides
1C5	2	1165	both sides
1C1, 1C2, 1C3, 1C4	8	1170	both sides
1B6	2	1255	both sides
1A6	2	1295	both sides
1B5	2	1355	both sides
1A5	2	1395	both sides
1AB4	4	1580	both sides
1AB3	4	1640	both sides
8000/U-190-018			
Name	No.	Sewn	INI
1AB1	4	1640	both sides
1AB2	4	1685	both sides
8000/U-130-018			
Name	No.	Sewn	INI
1K3	2	2415	both sides
1K2	2	2705	both sides
1K1	2	2895	both sides
8000/U-230-018			
Name	No.	Sewn	INI
AR1, AR2, AR3	6	4530	top side
8000/U-230-018			
Name	No.	Sewn	INI
BR1, BR2, BR3	6	4530	top side
8000/U-130-006			
Name	No.	Sewn	INI
BR4	2	5205	top side
8000/U-230-018			
Name	No.	Sewn	INI
CR1, CR2, CR3	6	4530	top side
A-10/N-150 yellow			
Name	No.	Sewn	
KR1	2	2625	

XB13M - VITA2 M\rev4										
Linked Line Check Sheet										
	A		**B**		**C**		D		K	
	Name		Name		Name		Name		Name	
1	A1	7230	B1	7170	C1	7235	D1	7365	K1*	8015
2	A2	7115	B2	7050	C2	7150	D2	7285	K2*	7650
3	A3	7130	B3	7070	C3	7130	D3	7265	K3	7390
4	A4	7085	B4	7025	C4	7105	D4	7260	K4	7140
5	A5	7125	B5	7065	C5	7150	D5	7235	K5	7025
6	A6	7035	B6	6980	C6	7060	D6	7270	K6	6930
7	A7	6950	B7	6900	C7	7000	D7	7295	K7	6985
8	A8	6880	B8	6835	C8	6930	D8	7175		
9	A9	6880	B9	6840	C9	6930	D9	7115		
10	A10	6745	B10	6690	C10	6765	D10	7015		
11	A11	6655	B11	6610	C11	6680	D11	7010		
12	A12	6540	B12	6505	C12	6555	D12	6825		
13	A13	6480	B13	6445	C13	6495	D13	6735		
14	A14	6550	B14	6500	C14	6495	D14	6595		
15	A15	6210	B15	6175	C15	6240	D15	6525		
16	A16	6095	B16	6145			D16	6530		
* K1,K2 length measured including raff-system										

AIRDESIGN

XB13M - VITA2 M\rev4		
DSL70 red		
Name	No.	Sewn
B13	2	360
A13	2	395
B14	2	415
B11, B12	4	420
B8	2	450
B7, B9	4	455
A12	2	455
A11, A14	4	465
A8, A9	4	495
B10	2	500
A7	2	505
B4	2	530
B6	2	535
A10	2	555
B5	2	570
A4, A6	4	590
B2	2	605
B3	2	625
A5	2	630
A16	2	645
C13, C14	4	650
A2	2	670
D15	2	680
A3, D16	4	685
B16	2	695
C12	2	710
B1, B15	4	725
C11	2	730
D14	2	750
A15	2	760
A1, D13	4	785
C15	2	790
C10	2	815
D12	2	875
C8, C9	4	975
C7	2	1045
D11	2	1055
D10	2	1060
C6	2	1105
C4	2	1150
D9	2	1160
C3	2	1175
C2, C5	4	1195
D8	2	1220
C1, D5	4	1280
D4	2	1305
D3	2	1310
D6	2	1315
D2	2	1330
D7	2	1340
D1	2	1410

DSL70 yellow		
Name	No.	Sewn
K4	2	1600
K6	2	1695
K7	2	1750
K5	2	1790
K2	2	1840
K3	2	1850
K1	2	2205
PPSL120 red		
Name	No.	Sewn
1C6	2	1120
1C5	2	1225
1C1, 1C2, 1C3, 1C4	8	1230
1AB6	4	1360
1AB5	4	1465
1AB4	4	1660
1AB1, 1AB3	8	1720
1AB2	4	1770
PPSL120 yellow		
Name	No.	Sewn
1K3	2	2535
1K2	2	2840
1K1	2	3040
A-7343-280-018		
Name	No.	Sewn
AR1, AR2, AR3	6	4755
A-7343-280-005		
Name	No.	Sewn
BR1, BR2, BR3	6	4755
6843-120-041		
Name	No.	Sewn
BR4	2	5465
A-7343-280-024		
Name	No.	Sewn
CR1, CR2, CR3	6	4755
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2760

XB13M - VITA2 M\rev8 Superlight		
8000/U-90-018		
Name	No.	Sewn
B13	2	360
A13	2	395
B14	2	415
B11, B12	4	420
B8	2	450
B7, B9	4	455
A12	2	455
A11, A14	4	465
A8, A9	4	495
B10	2	500
A7	2	505
B4	2	530
B6	2	535
A10	2	555
B5	2	570
A4, A6	4	590
B2	2	605
B3	2	625
A5	2	630
A16	2	645
C13, C14	4	650
A2	2	670
D15	2	680
A3, D16	4	685
B16	2	695
C12	2	710
B1, B15	4	725
C11	2	730
D14	2	750
A15	2	760
A1, D13	4	785
C15	2	790
C10	2	815
D12	2	875
C8, C9	4	975
C7	2	1045
D11	2	1055
D10	2	1060
C6	2	1105
C4	2	1150
D9	2	1160
C3	2	1175
C2, C5	4	1195
D8	2	1220
C1, D5	4	1280
D4	2	1305
D3	2	1310
D6	2	1315
D2	2	1330
D7	2	1340
D1	2	1410
8000/U-90-018		
Name	No.	Sewn

K4	2	1600	
K6	2	1695	
K7	2	1750	
K5	2	1790	
K2	2	1840	
K3	2	1850	
K1	2	2205	
8000/U-130-018			
Name	No.	Sewn	INI
1C6	2	1120	both sides
1C5	2	1225	both sides
1C1, 1C2, 1C3, 1C4	8	1230	both sides
1AB6	4	1360	both sides
1AB5	4	1465	both sides
1AB4	4	1660	both sides
1AB3	4	1720	both sides
8000/U-190-018			
Name	No.	Sewn	INI
1AB1	4	1720	both sides
1AB2	4	1770	both sides
8000/U-130-018			
Name	No.	Sewn	INI
1K3	2	2535	both sides
1K2	2	2840	both sides
1K1	2	3040	both sides
8000/U-230-018			
Name	No.	Sewn	INI
AR1, AR2, AR3	6	4755	top side
8000/U-230-018			
Name	No.	Sewn	INI
BR1, BR2, BR3	6	4755	top side
8000/U-130-006			
Name	No.	Sewn	INI
BR4	2	5465	top side
8000/U-230-018			
Name	No.	Sewn	INI
CR1, CR2, CR3	6	4755	top side
A-10/N-150 yellow			
Name	No.	Sewn	
KR1	2	2760	

XB13L - rev2 - VITA2 L

Linked Line Check Sheet

	A		B		C		D		K	
	Name		Name		Name		Name		Name	
1	A1	7540	B1	7480	C1	7555	D1	7680	K1*	8325
2	A2	7425	B2	7360	C2	7465	D2	7600	K2*	7950
3	A3	7440	B3	7380	C3	7440	D3	7575	K3	7680
4	A4	7395	B4	7330	C4	7420	D4	7570	K4	7425
5	A5	7435	B5	7375	C5	7465	D5	7545	K5	7315
6	A6	7345	B6	7285	C6	7375	D6	7585	K6	7205
7	A7	7260	B7	7205	C7	7310	D7	7615	K7	7260
8	A8	7185	B8	7135	C8	7240	D8	7495		
9	A9	7180	B9	7140	C9	7240	D9	7430		
10	A10	7045	B10	6990	C10	7070	D10	7330		
11	A11	6955	B11	6910	C11	6980	D11	7320		
12	A12	6835	B12	6795	C12	6845	D12	7130		
13	A13	6770	B13	6735	C13	6785	D13	7040		
14	A14	6835	B14	6785	C14	6785	D14	6890		
15	A15	6525	B15	6470	C15	6500	D15	6815		
16	A16	6380	B16	6405			D16	6815		

* K1,K2 length measured including raff-system

AIRDESIGN

XB13L - VITA2 L - rev2		
DSL70 red		
Name	No.	Sewn
A13	2	435
B13	2	440
B8, B14	4	490
B7, B9	4	495
AB12, A14	6	500
B11	2	505
A11	2	510
A9	2	535
A8	2	540
A7	2	550
B4	2	570
B6	2	575
B10	2	585
A10	2	600
B5	2	615
A4, A6	4	635
B2	2	650
B3	2	670
A5	2	675
C13, C14	4	700
A16	2	710
A2	2	715
A3, D15, D16	6	730
B16	2	735
C12	2	760
B1	2	770
C11	2	785
B15	2	800
D14	2	805
A1, C15	4	830
D13	2	845
A15	2	855
C10	2	875
D12	2	935
C8, C9	4	1040
C7	2	1110
D11	2	1120
D10	2	1130
C6	2	1175
C4	2	1220
D9	2	1230
C3	2	1240
C2, C5	4	1265
D8	2	1295
D5	2	1345
C1	2	1355
D4	2	1370
D3	2	1375
D6	2	1385
D2	2	1400
D7	2	1415
D1	2	1480

DSL70 yellow		
Name	No.	Sewn
K4	2	1690
K6	2	1785
K7	2	1840
K5	2	1895
K2	2	1935
K3	2	1945
K1	2	2310
PPSL120 red		
Name	No.	Sewn
1C6	2	1165
1C5	2	1275
1C1, 1C2, 1C3, 1C4	8	1280
1B6	2	1375
1A6	2	1415
1B5	2	1485
1A5	2	1525
1AB4	4	1725
1AB1, 1AB3	8	1790
1AB2	4	1840
PPSL120 yellow		
Name	No.	Sewn
1K3	2	2640
1K2	2	2955
1K1	2	3165
A-7343-280-018		
Name	No.	Sewn
AR1, AR2, AR3	6	4950
A-7343-280-005		
Name	No.	Sewn
BR1, BR2, BR3	6	4950
6843-120-041(or 006)		
Name	No.	Sewn
BR4	2	5685
A-7343-280-024		
Name	No.	Sewn
CR1, CR2, CR3	6	4950
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2840

E. SERVICE BOOKLET - SERVICEHEFT

Model: ❒ **VITA2** ❒ **VITA2 Superlight**

Size/Größe: ❒ **XXS** ❒ **XS** ❒ **S** ❒ **M** ❒ **L**

Serial number/Seriennummer:_____

Colour/Farbe: _____

Date of purchase/Kaufdatum: _____

Date of first flight/Erstflug:_____

Pilot (1. Owner/ Halter)

First name/Vorname: _____

Family name/Nachname: _____

Street/Straße: _____

City/Wohnort: _____

Post code/PLZ:_____

Country/Land: _____

Telephone/Telefon: _____

Fax:_____

Email:_____

Pilot (2. Owner/ Halter)

First name/Vorname: _____

Family name/Nachname: _____

Street/Straße: _____

City/Wohnort: _____

Post code/PLZ: _____

Country/Land: _____

Telephone/Telefon: _____

Fax: _____

Email: _____

Pilot (3. Owner/ Halter)

First name/Vorname: _____

Family name/Nachname: _____

Street/Straße: _____

City/Wohnort: _____

Post code/PLZ: _____

Country/Land: _____

Telephone/Telefon: _____

Fax: _____

Email: _____

Please ensure that your Service centre signs after each check, here.
Bitte achten Sie darauf, dass Ihr Service-Betrieb nach jeder Inspektion abstempelt und unterschreibt.

Service 1

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

Service 2

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

Service 3

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

Please ensure that your Service-station signs after each check here.
Bitte achten Sie darauf, dass Ihr Service-Betrieb nach jeder Inspektion abstempelt und unterschreibt.

Service 4

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

Service 5

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

Service 6

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

F. Registry Of Product - Produktregistrierung

Model/Modell: ❒ **VITA2** ❒ **VITA2 Superlight**

Size/Größe: ❒ **XXS** ❒ **XS** ❒ **S** ❒ **M** ❒ **L**

Serial Number/Seriennummer:_____

Date of Purchase/Kaufdatum: _____

First Flight/Erstflug:_____

Check Flight made from/Eingeflogen von:_____

Customer/Käufer:

Family Name/ Nachname:_____

First Name/Vorname: _____

Address/Adresse:_____

_____

Tel: _____

Fax:_____

Email: _____

Stamp of Distributor and Signature/Händlerstempel und Unterschrift

Product Registration: cut off and send to AIRDESIGN, or register online at: www.ad-gliders.com
Produktregistrierung abtrennen und einschicken, oder online registrieren unter:
www.ad-gliders.com