GLIDER MANUAL

MODEL : ROK
REVISION : V2.0
DATE : 6/26/26
LANGUE : EN



ROK

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1 Introduction

Thank you for choosing the Fluid Wings - Rok

This glider has been developed to provide a high level of passive safety, great ease of use, and high durability. It is intended for student pilots, beginners, or pilots in progression, as well as for training organizations.

This manual presents the conditions of use, safety instructions, maintenance guidelines, and inspection procedures. It must be read before the first flight and kept with the glider.

2 General Safety Instructions

Paragliding is an aerial activity that involves risks.

The use of this glider requires appropriate training, a good understanding of aerology and aviation rules, as well as a proper assessment of one's technical level.

The pilot is solely responsible for their decisions.

Before each take-off, check:

-suitable weather conditions

-compatible site

-checked equipment

-clear airspace

The use of a certified helmet, a suitable harness, and a reserve parachute is strongly recommended.

3 Limits of Use

3.1 - Pilot level (continued)

The Rok is designed for training and progression. It features a progressive behavior, good stability, and a high tolerance to incidents.

3.2 - Harnesses

Use with a certified paragliding harness, properly adjusted. Harness settings influence the behavior of the glider.

3.3 - Total flying weight

The glider must be used within its all-up flying weight range (AUW), including the equipped pilot, harness, reserve parachute, and equipment.

3.4 - Wet glider

A wet glider increases the risk of a parachutal stall. Avoid excessive braking and maintain sufficient speed. ***Note: flying/kiting a wet glider can permanently change the glider's flight and stability characteristics.***

3.5 - Winching (towing)

Only with certified equipment, a qualified operator, and a trained pilot.

3.5 - Aerobatics

Not intended for aerobatic use.

3.5 - Tandem

Prohibited - Single-seat use only.

4 Glider Description

The Fluid Wings - Rok is an EN-A glider developed to provide high passive safety, easy inflation, and predictable behavior.

Uses:

-training slope

-high flights

-first thermals

-progression



5 Technical Specifications

TOTAL WEIGHT (KG)	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125
S															
M															
L															

Recommended use: Beginner students (training slope and first flights)

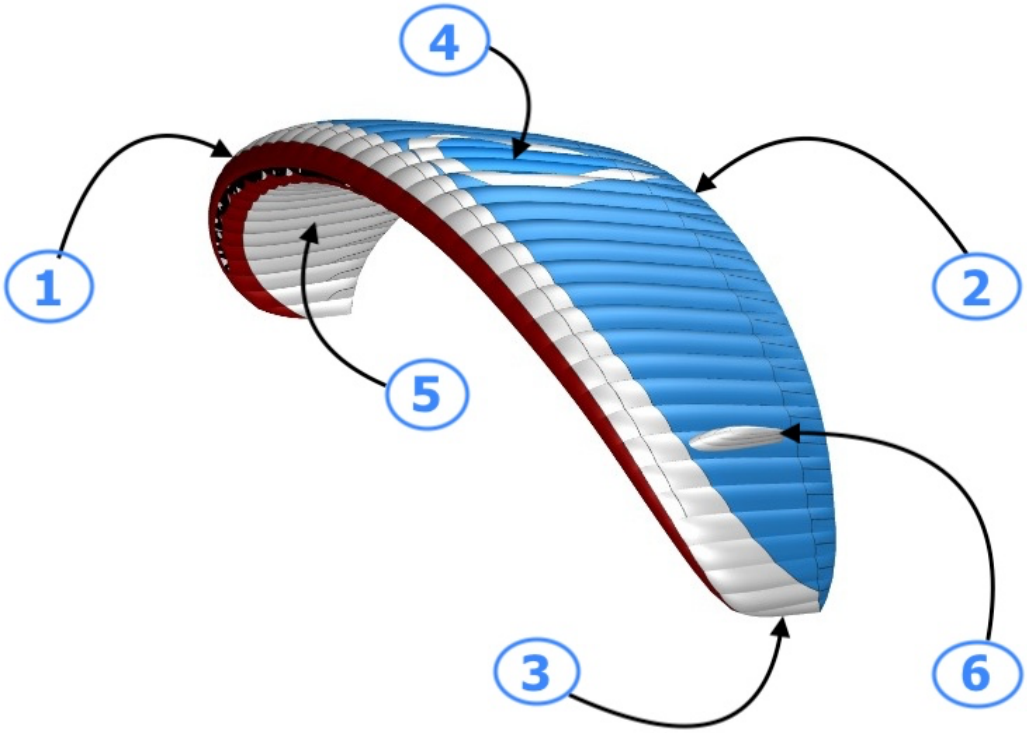
Recommended use: Novice students / Recreational pilots

GLIDER MANUAL

	S	M	L
TOTAL FLYING WEIGHT RANGE (KG)	55-90	70-110	90-125
GLIDER WEIGHT (KG)	4.5	5,0	5.5
NUMBER OF CELLS	42	42	42
FLAT AREA (M²)	23.6	26.5	29.3
PROJECTED AREA (M²)	19.99	22.45	24.82
SPAN (M)	10.7	11.34	11.92
PROJECTED SPAN (M)	8.39	8.89	9.35
FLAT ASPECT RATIO	4.85	4.85	4.85
PROJECTED ASPECT RATIO	3.52	3.52	3.52
CHORD (M)	2.71	2.88	3.03
CERTIFICATION (EN 926-2)	EN/LTF A	EN/LTF A	EN/LTF A
NUMBER OF RISERS	3+1	3+1	3+1
SPEED SYSTEM (MM)	140	140	165
BRAKE TRAVEL (CM)	> 65 cm	> 70 cm	> 70 cm
CERTIFICATION CHEST STRAP WIDTH (CM)	40 cm - 44 cm	40 cm - 48 cm	44 - 48 cm

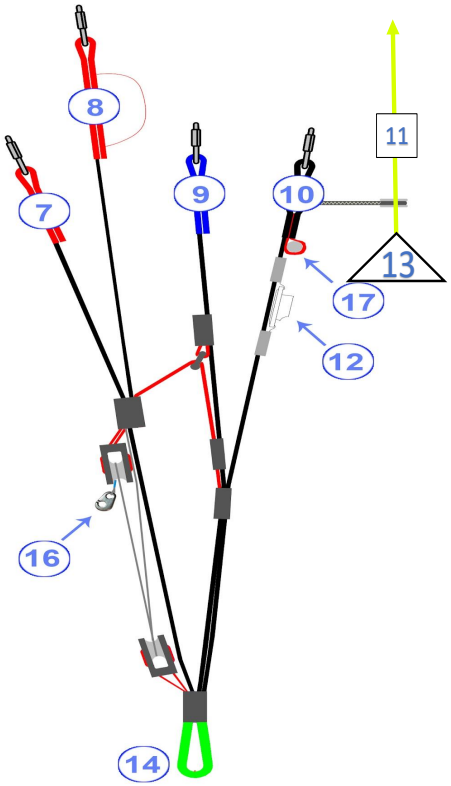
👉 Except for the speed system, this glider is not equipped with any adjustable, removable, or variable device.

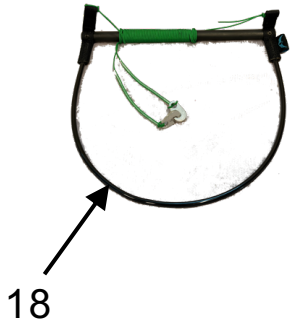
6 Equipment Overview



1. Leading edge
2. Trailing edge
3. Wing tips
4. Upper surface
5. Lower surface
6. Winglet

👉 All spare parts and accessories for your Rok are available for separate purchase from Fluid Wings.









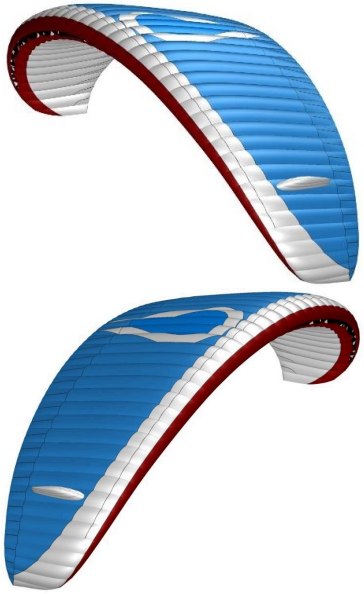


7 A riser
8 A' riser (big ears)
9 B riser
10 C riser
11 Brake line
12 Brake handle attachment
13 Brake handle
14 Main attachment point
15 Inner bag
16 Speed system
17 C steering bar
18 Speed bar
19 Fold N Zip bag
20 Ruck sack

COLORS 2026



Mountain-Lime



Desert-Sky

7 Glider Setup

Glider connection

Connect the risers to the harness attachment points using suitable carabiners.
Respect the correct orientation: “A” risers at the front.
Check that the risers are not twisted.

Securing

Make sure the carabiners are properly closed and locked.
Check the integrity of the quick links and connections.

Harness adjustment

Use a harness that complies with current standards (EN / LTF).
Adjust the chest strap width according to your body shape and the desired handling.
Check the correct positioning and adjustment of the reserve parachute.

Speed system installation

Install the system in accordance with the manufacturer's recommendations.
Connect it to the risers using the split hooks.
Adjust the length:
released position → no tension
accelerated position → full travel without excessive strain

8 Pre-Flight Preparation

Site selection

Clear area, free of obstacles and turbulence.
Orientation appropriate to the wind.
Sufficient space for the inflation phase.

Glider layout

Unfold the glider in a rosette or arc shape.
Position it correctly facing the wind.
Stand in line with the take-off direction.

Line layout

Untangle all the lines.
Check that there are no:
-knots
-twists

Brake identification

Clearly identify the risers (A, B, C).
Check that the brake controls move freely.

Brake adjustment

The brakes are factory-set for standard use. **(continued on next page)**

Adjustment possible if necessary.

⚠ ***Modifications must be carried out with caution (use of a suitable knot recommended).***

Maintain sufficient slack to avoid any tension on the trailing edge.

In accelerated position, the trailing edge must remain free of deflection.

9 Take-off

Principle

Take-off consists of inflating the wing, controlling its rise, and then generating the necessary speed for lift-off. On the Rok, this phase is facilitated by progressive inflation and a uniform rise of the wing, providing accessible and reassuring handling, particularly for pilots in the learning phase.

Inflation

Applying a progressive and symmetrical tension on the risers allows the wing to be pressurized evenly. It is essential to accompany the wing's rise smoothly, without abrupt inputs, while maintaining a fluid movement aligned with the take-off direction. Pulling too quickly or asymmetrically may lead to an imbalance of the wing or a disorderly inflation.

The pilot must remain attentive to the wing's behavior from the very first phases of inflation in order to anticipate any necessary corrections.

Overhead control

Once the wing is stabilized above the pilot, it is essential to check its symmetry and proper inflation. Any tendency to deviate or collapse must be corrected immediately with appropriate and measured inputs.

This phase is critical: proper control of the wing directly determines the quality of the take-off. The pilot must ensure that the wing is fully stabilized before proceeding to the next phase.

Acceleration phase

When the wing is correctly positioned, the pilot initiates a steady and committed run to generate the speed required for take-off. It is important not to sit down prematurely and to allow the wing to progressively generate lift.

Insufficient or interrupted acceleration may compromise the take-off, particularly on shallow slopes or in weak conditions.

Take-off techniques

Take-off can be performed using either a forward (launch facing downhill) or reverse (launch facing the wing) technique, depending on the wind conditions and the pilot's skill level. The forward inflation is generally preferred in calm conditions due to its simplicity of execution. The reverse inflation provides better visual control of the wing in more active conditions but requires a turning phase before the take-off run.

Safety

Take-off should only be initiated when the wing is fully under control and the take-off path is clear. It is essential to ensure that the weather conditions are appropriate for the pilot's skill level and experience. A prudent decision before take-off is a key safety factor.

10 Flight Characteristics

General behaviour

The Rok has been designed to provide a safe, stable and forgiving behavior, suitable for training and progression use. It features good glider feedback, with effective pitch and roll damping, allowing the pilot to maintain good control even in slightly turbulent conditions.

Brake control

The use of the brakes allows the pilot to adjust both the flight path and the speed of the wing. In hands-up configuration, the wing delivers its best performance and optimal airspeed. Smooth and progressive brake inputs enable precise control without degrading the overall behaviour of the wing.

Excessive braking may increase the sink rate and, in extreme cases, lead to a stall. It is therefore recommended to adopt smooth and measured control inputs.

Turning

Turning is achieved through a combination of visual guidance, weight shift in the harness, and progressive input on the inside brake. The Rok exhibits consistent behavior in turns, with a smooth bank initiation and good return to level flight.
The pilot should maintain smooth coordination to avoid any imbalance or loss of efficiency.

Accelerated flight

The use of the speed system increases the wing's airspeed while modifying its angle of attack. In accelerated flight, the wing becomes more sensitive to turbulence. It is therefore important to adopt a more attentive piloting style and to avoid significant brake inputs.
It is recommended to release the speed system in case of turbulence or loss of control in order to return to a more stable flight regime. ***Note: Rear riser inputs are recommend while using speed system.***

Rear riser control

Control using the rear risers allows the pilot to adjust the flight path without using the brakes, particularly in accelerated flight. This technique helps to maintain better glide performance while retaining good directional control.
On the Rok, this type of control remains accessible and provides a useful complement for refining wing control.

11 Rapid Descents

General information

Rapid descent techniques allow the pilot to increase the sink rate in order to lose altitude quickly. These maneuver must be used with care, taking into account the meteorlogical conditions and the pilot's skill level. They should ideally be learned and supervised by a qualified instructor. Proper anticipation and a prior assessment of the conditions help to avoid the need to use these techniques in inappropriate situations. On the Rok, these maneuver remain accessible and progressive, but still require precision and coordination in their execution.

Big ears

The big ears technique consists of folding the wingtips in order to increase the sink rate while maintaining a stable forward speed. To perform this maneuvre, grasp the outer risers (connected to the outer A-lines only) and pull them down symmetrically using the riser tab until the wingtips collapse. The wing remains generally stable, with an increased sink rate and reduced glide performance.

Control is mainly achieved through weight shift in the harness. Brake inputs remain available but should be used with caution to avoid any risk of stall. Direction can be adjusted by weight shift. To increase the effectiveness of the descent, the speed system can be used once the big ears are stabilised. ***Note: Big ears should be induced before applying speed bar when both are used together.*** (continued)

For recovery, progressively release the risers. In most cases, the wingtips will reopen spontaneously. If necessary, a light and symmetrical pumping action with the brakes can be applied. It is important to keep the inputs progressive and to avoid any abrupt release.

⚠ **Important**

Do not initiate big ears while using the speed system.

If speed bar is already engaged, first release the speed system before taking any further action.

B-line stall

The B-line stall is an effective technique to achieve a high sink rate by significantly reducing the wing's lift. To initiate it, grasp the B-risers at the maillons and pull them down symmetrically. The wing then enters a vertical descent mode, with greatly reduced forward speed.

During the maneuver, maintain a steady and symmetrical input. It is important not to pull excessively in order to avoid significant distortion of the airfoil. The wing generally remains stable when the maneuver is performed correctly.

To recover from a B-line stall, release both risers simultaneously and progressively. The wing will then gradually regain its profile and airspeed. It is essential to ensure that sufficient forward speed has been restored before resuming active control. If the wing does not recover immediately, assist the recovery with a light brake input.

Steep spiral

Steep 360° turns allow high sink rates to be achieved by putting the wing into a descending spiral. To initiate the maneuver, progressively enter a turn by combining weight shift in the harness with input on the inside brake. The rotation speed and sink rate will increase progressively.

This maneuver generates significant forces and requires skilled control. On the Rok, the entry into the spiral remains progressive, but the pilot must remain attentive to the increasing loads and the management of the trajectory. Control of the spiral is achieved by modulating brake input and weight shift.

To exit the spiral, progressively shift your weight to the opposite side and gradually release the inside brake. It is important to manage the exit smoothly in order to avoid excessive surge. The wing must return to stable flight before any further input.

⚠ **Important**

Be aware of the physiological effects associated with steep spirals (increased G-forces, loss of orientation).

Always adapt the intensity of the maneuver to your skill level.

Recommendations

It is strongly discouraged to combine different rapid descent techniques without prior mastery. In particular, combining big ears with steep turns or spirals may lead to unpredictable behaviour. In general, favor smooth, coordinated and situation-appropriate inputs. Good anticipation remains the best way to avoid the need for such techniques. ***Note: Increased G-forces from spirals while in Big Ears may exceed the gliders maximum load factor and result in failure.***

12 In-Flight Incidents

General information

Due to its flexible and forgiving design, the Rok exhibits stable and predictable behavior in normal flight conditions, but may nevertheless be affected by meteorlogicall disturbances or inappropriate pilot inputs. Incident management relies primarily on smooth and progressive actions, good coordination between harness and controls, and constant anticipation. In most cases, measured and appropriate piloting will allow a return to stable flight without difficulty.

Collapses

In turbulent conditions, a partial collapse may occur, typically of low amplitude and asymmetrical. (continued on next page)

The first action is to maintain your heading. You can assist this with weight shift in the harness to limit rotation, while supporting the wing with moderate brake input. It is important to avoid any abrupt or excessive inputs, especially on the brakes, as this could worsen the situation or lead to a partial stall.

In most cases, the wing will reopen spontaneously. If the reopening is delayed, a light and progressive pumping on the collapsed side may be applied, without using excessive amplitude. In the case of frontal/symetrical collapse, the wing generally recovers its profile without specific intervention; simply maintain a stable trajectory and avoid overcorrection. In accelerated flight, it is essential to immediately release the speed system in the event of a collapse, and then stabilize the wing before applying any correction.

A collapse, even a minor one, may induce rotation if not properly managed. It is therefore essential to favor coordinated control, combining weight shift and brake input, in order to maintain a consistent flight path. Particular attention should be paid to brake settings: excessively short brake lines can create constant trailing edge tension and significantly increase the risk of stall.

Cravats

In certain situations, part of the wing may become trapped in the lines, forming what is known as a cravat. This phenomenon can lead to varying degrees of rotation and degrade flight performance. The priority is to maintain heading and control rotation using weight shift in the harness.

A progressive pumping action on the affected side will generally allow the wing to reopen. If the rotation increases and becomes difficult to control, shift your weight to the opposite side to stabilise the trajectory. If the situation cannot be controlled despite these actions, deployment of the reserve (rescue) parachute must be considered without delav.

Full stall

A full stall corresponds to a loss of airspeed with the wing still inflated but no longer producing effective lift. It may be caused by excessive brake input or a wet wing. In this case, the wing may appear depressurized while descending almost vertically.

The appropriate reaction is to fully release the brakes in order to allow the wing to regain speed. If necessary, a light input on the front risers or a progressive use of the speed system may help to restore a normal flight regime. It is essential to ensure that sufficient airspeed has been regained before applying any further inputs.

Wet conditions

In wet conditions or in rain, increased vigilance is recommended, as the wing's behavior may be altered and the risk of stall increased. In such situations, it is advisable to adopt particularly smooth control inputs, avoid significant brake actions, and prioritize a safe landing as soon as possible.

13 Landing

Preparation

The landing should be anticipated early enough to allow for a stable and safe approach. It is recommended to maintain sufficient altitude to organize the landing pattern and adapt the trajectory according to the weather conditions. Below approximately 30 metres (100 feet), it is preferable to avoid tight turns, as they may generate incidents, especially in turbulent conditions or in a wind gradient.
The pilot should maintain a smooth and consistent flight path, keeping an appropriate airspeed until the final approach.

Final approach

During the final approach, the pilot adopts an upright position in the harness and prepares for landing while maintaining sufficient airspeed. The controls should be used progressively in order to maintain good wing control without degrading its profile. (continued)

Particular attention must be paid to wind conditions, especially in the presence of a gradient, which may lead to a loss of airspeed when approaching the ground.

Flare and landing

The flare consists of progressively converting horizontal speed into lift in order to reduce vertical speed. This action must be carried out smoothly and symmetrically. A flare that is too late or insufficient will result in a hard landing, while a flare that is too early or too strong may cause a climb followed by a stall. On the Rok, the brake range is forgiving, but it is nevertheless important to apply precise and measured inputs.

Post-landing control

After ground contact, it is recommended to continue controlling the wing to prevent it from surging forward in front of the pilot. In calm conditions, the wing will deflate naturally. In the presence of wind, it is advisable to turn to face the wing as soon as possible and apply symmetrical braking to bring it down to the ground. If necessary, the pilot can continue to control the wing until it is fully immobilized.

Recommendations

It is strongly recommended to land into the wind in order to optimise deceleration and reduce ground speed. Good anticipation, smooth control inputs, and careful assessment of the conditions allow for precise and safe landings.

14 Packing and Transport

Packing

After each flight, it is recommended to pack the wing carefully in order to preserve the integrity of the fabric and the internal structure. Packing should be carried out without excessive compression, avoiding repeated sharp folds in the same areas. Particular attention should be paid to the cleanliness of the wing: the presence of sand, dust or debris may accelerate material wear.

Note: Bending of the rods in the leading edge should be avoided

It is essential never to pack or store a wet wing. In case of exposure to moisture or rain, the wing must be completely dried in a temperate and ventilated area before being stored.

Transport

During transport, the glider must be placed in its bag in such a way that it is protected from external damage. Contact with chemical substances, hydrocarbons, or abrasive surfaces that could damage the fabric and lines must be avoided.

It is also recommended not to expose the glider to extreme temperatures, particularly during prolonged storage in a vehicle under direct sunlight. Careful transport directly contributes to the longevity and preservation of the wing's performance.

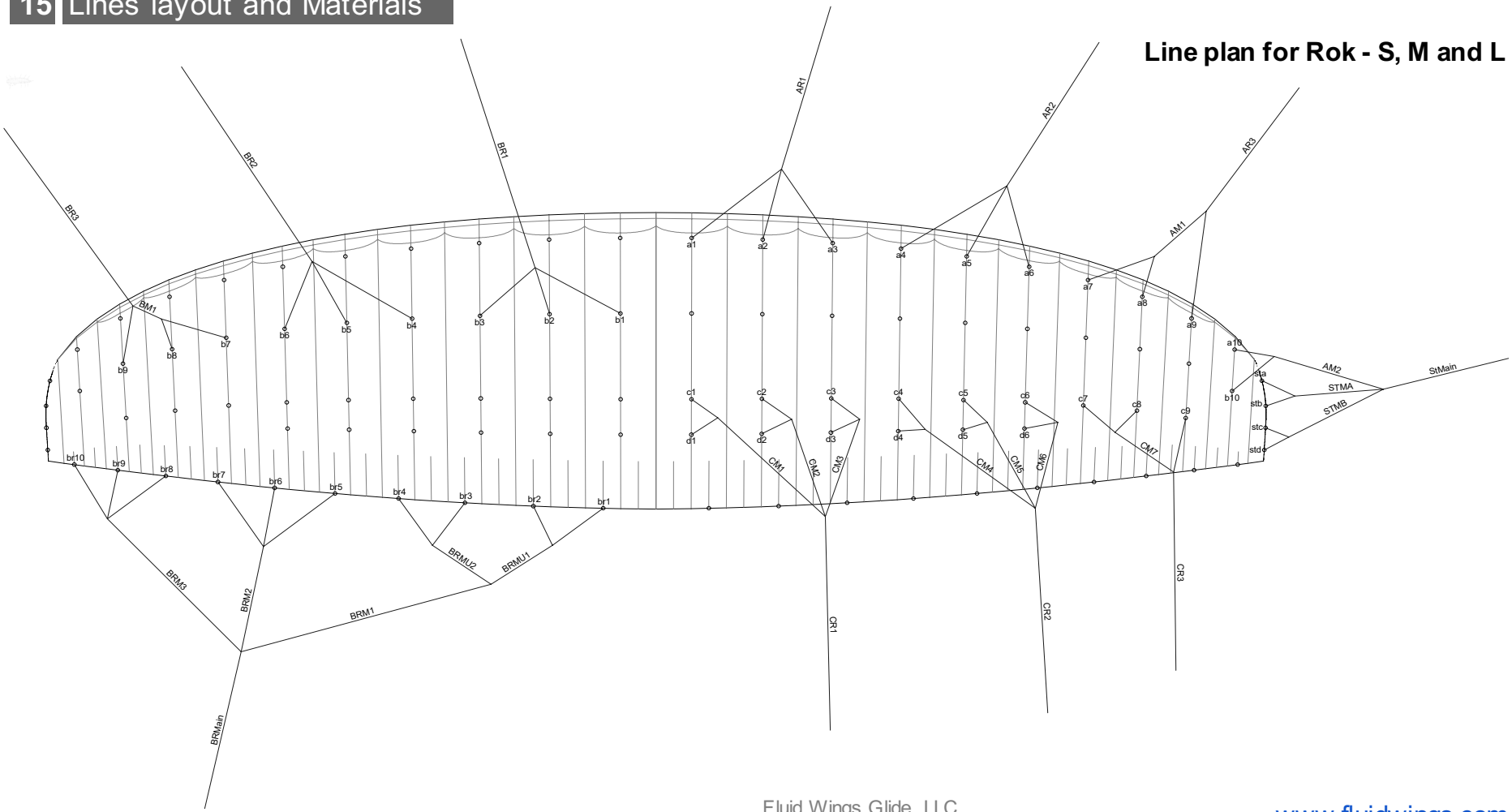
Recommendations

Gentle packing and appropriate transport help to preserve the performance and characteristics of your Rok over time. Particular attention to these simple procedures is an essential part of the overall maintenance of the glider.

Note: Removal of the C-riser T-bars for training purposes may help in reducing line entaglments on the risers during the pilots initial learning phase.

15 Lines layout and Materials

Line plan for Rok - S, M and L



ROK

Materials list

Fabrics	Manufacturer	Reference
Upper surface	**Porcher Sports**	9017 E25
Leading edge - lower surface	**Porcher Sports**	9017 E25
Lower surface	**MJ Tex**	32gr Soft
Supported ribs	**Porcher Sports**	9017 E29
Unsupported ribs	**MJ Tex**	32gr Hard
Diagonals and straps	**Porcher Sports**	9017 E29
Mini ribs	**MJ Tex**	32gr Hard
Leading edge reinforcements	**Porcher Sports**	Dacron

Lines	Manufacturer	Référence
Main lines – upper level	**Liros**	PPSL 120 / DSL 70
Main lines – middle level	**Liros**	PPSL 120
Main lines – lower level	**Edelrid**	7343-280/230/190/140
Main lines – stabilo	**Edelrid**	7343-140
Brake lines – upper level	**Liros**	DSL 70
Brake lines – intermediate level	**Liros**	PPSL 120
Brake lines – lower level	**Edelrid**	7850X-240

Lines / Risers connection
Joo-Tech quick links

16 Maintenance and Repairs

Cleaning

Cleaning of the Rok must be carried out with care in order to preserve the integrity of the fabric coating. Any excessive rubbing may damage the performance and durability of the materials. In case of soiling, it is recommended to use only a soft, slightly damp cloth, working on small areas without applying significant pressure. The use of detergents, solvents, or machine washing is strictly prohibited, as these practices may cause irreversible damage to the fabric.

Repairs

Major repairs or repairs located near seams must be carried out by a specialized workshop or an approved professional. Improper intervention may compromise the safety and flight characteristics of the glider. It is therefore essential to ensure that all repairs comply with the manufacturer's standards.

Minor repairs

In the case of a minor tear located in the middle of a panel and away from load-bearing areas, a simple repair may be carried out using appropriate self-adhesive fabric. The patch must be cut with rounded edges and sized so that it extends well beyond the damaged area. It is recommended to apply patches of similar size on both sides of the fabric to ensure long-term durability.

Line replacement

Any damaged line must be replaced without delay. Replacement must be carried out using a line with strictly identical characteristics, particularly in terms of material, diameter and length, in order to preserve the original trim. A symmetry check by comparison with the corresponding opposite line is essential. After any intervention, a ground inflation check must be performed to verify the correct behaviour of the glider before returning to flight.

Recommendations

Regular maintenance and appropriate repairs help to preserve the performance and safety of your Rok over time. In case of doubt, it is always preferable to consult a qualified professional.

17 Periodic Inspection

Inspection interval

To ensure the preservation of the performance and safety level of the Rok, regular periodic inspections are essential. The first inspection must be carried out after three years of use or 200 flight hours, whichever comes first. Thereafter, it is recommended to have the glider inspected every two years or every 150 flight hours.

This inspection interval may be adjusted depending on the conditions of use. Intensive use, frequent flights in demanding conditions, or improper storage may require more frequent inspections.

Inspection content

The periodic inspection makes it possible to assess the overall condition of the glider and its components, in particular the fabric, risers, trim and lines. It must be carried out in accordance with the recommendations of the PMA, as defined in the document “PMA Standard for Periodical Inspection of Paragliders”, as well as the document “PMA Standard – Material Changes in Paragliders (V 2025_12_1 – 2025-12-16)”.

During the first two periodic inspections, it is not necessary to test the breaking strength of the upper-level lines. As these lines are made of Dyneema, experience shows that destructive testing at this stage does not provide relevant information regarding the condition of the material. Therefore, only the breaking strength of the lower-level lines is tested during these first two inspections.

The lower-level lines must be subjected to a breaking strength test after two years or 150 flight hours, whichever comes first. Thereafter, a breaking strength test must be carried out at least every two years or every 150 flight hours.

The upper-level lines must be included in the breaking strength test from the third periodic inspection, i.e. approximately six years after first use or 450 flight hours. From this stage onwards, the breaking strength test must cover the entire line set, including both lower and upper levels, in order to monitor the overall ageing of the materials.

Any change in the behavior of your wing, or any unusual event that may have affected it (impact, significant collapse, immersion, etc.), must lead to a geometric inspection carried out by a qualified professional, without waiting for the scheduled periodic inspection.

Inspection intervals and lines to be tested	Line breaking strength test	
	Lower level	Upper level
2 years or 150 hours after first use	✓	
4 years or 300 hours after first use	✓	
6 years or 450 hours after first use	✓	✓
Every 1 year or every additional 100 hours	✓	✓

Line rejection values (daN)	7343-280	PPSL 120
S	**80**	**26**
M	**99**	**31**
L	**111**	**36**

18 Warranty

Fluid Wings takes the greatest care in the design and production of its products. Fluid Wings guarantees its paragliders for 2 years (from the date of purchase) against any manufacturing defect or design flaw arising under normal use of the product. ***Any misuse or improper use, as well as any excessive exposure to aggressive factors (such as: excessively high temperatures, intense solar radiation, high humidity, salt, chemicals) resulting in damage, will void this warranty.***

Any modification to a Fluid Wings product automatically voids the warranty.

19 Liability

Paragliding is an aerial activity that involves inherent risks. Its practice requires technical knowledge, appropriate training, and the ability to assess meteorlogical conditions. It is the responsibility of each pilot to evaluate their own skill level, the prevailing conditions, and the suitability of their equipment before any flight.

Fluid Wings designs and manufactures its products with the utmost care, in accordance with current standards. However, the use of a paraglider is the sole responsibility of the pilot. Fluid Wings cannot be held liable for any direct or indirect damage resulting from the use, misuse, or improper maintenance of the product.

Compliance with the instructions described in this manual is essential to ensure an optimal level of safety. Any non-compliant use, any modification of the product, or any configuration different from that recommended by the manufacturer is the sole responsibility of the user and may result in a degradation of flight behavior.

The Rok glider is designed for free flight paragliding in a single-seat configuration. Any other use, particularly outside the intended scope (unsuitable tandem use, parachuting, BASE jumping, etc.), is strictly prohibited and excludes any liability of the manufacturer.

It is recommended to undergo training within an approved organization and to maintain a level of skill appropriate to the encountered conditions. The use of complete and compliant equipment (harness, reserve parachute, helmet, etc.) is essential for safe flying.

20 Eco-responsibility & Recycling

Environmental responsibility

Paragliding is an outdoor activity practiced in natural environments. By using your Rok, you are flying in surroundings that you directly contribute to preserving. It is essential to adopt a responsible attitude: ensure that no waste is left at take-off and landing sites, minimize noise disturbance, and respect local laws, wildlife and vegetation. (continued on next page)

Responsible practice contributes to the preservation of flying sites and the long-term sustainability of the activity. Respect for the environment and other users is essential to ensure continued access to natural flying areas.

Recycling

The materials used in the design of your Rok have been selected for their performance and durability. At the end of its service life, your glider must not be disposed of with household waste. Certain components can be sorted and upcycled through appropriate channels.

If you wish to recycle your glider, please contact Fluid Wings. We will be able to offer you an appropriate solution or direct you to a suitable recycling channel.

21 Maintenance sheet

Maintenance / Resale	N° :
Date	
Buyer / workshop contact details	

Maintenance / Resale	N° :
Date	
Buyer / workshop contact details	

Maintenance / Resale	N° :
Date	
Buyer / workshop contact details	

Maintenance / Resale	N° :
Date	
Buyer / workshop contact details	

22 Annexes

👉 All dimensions specified in this user manual have been verified by an accredited test laboratory – Air Turquoise.

Lines overall length checksheet - With risers

		A	B	C	D	Brake
Center	1	6712	6638	6763	6837	6951
	2	6625	6547	6664	6737	6703
	3	6660	6576	6689	6753	6526
	4	6610	6516	6616	6671	6471
	5	6530	6441	6531	6580	6301
	6	6556	6469	6552	6586	6207
	7	6464	6361	6410		6214
	8	6350	6270	6303		6189
	9	6290	6220	6248		6128
Stabi	10	6054	6043			6159
Tip	11	5896	5907	5968	6064	

S - 23m

Lines overall length checksheet - Without risers

		A	B	C	D	Brake
Center	1	6185	6111	6236	6310	6951
	2	6098	6020	6137	6210	6703
	3	6133	6049	6162	6226	6526
	4	6083	5989	6089	6144	6471
	5	6003	5914	6004	6053	6301
	6	6029	5942	6025	6059	6207
	7	5837	5834	5883		6214
	8	5723	5743	5776		6189
	9	5663	5693	5721		6128
Stabi	10	5527	5516			6159
Tip	11	5369	5380	5441	5537	

S - 23m

Fluid Wings Glide, LLC
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Lines overall length checksheet - With risers

		A	B	C	D	Brake
Center	1	7116	7034	7172	7256	7406
	2	7025	6939	7069	7150	7144
	3	7063	6971	7096	7169	6958
	4	7013	6913	7013	7075	6902
	5	6929	6834	6925	6975	6719
	6	6958	6865	6949	6984	6620
	7	6860	6759	6811		6629
	8	6738	6662	6698		6601
	9	6665	6599	6635		6537
Stabi	10	6430	6418			6570
Tip	11	6262	6273	6338	6435	

M - 26m

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Lines overall length checksheet - Without risers

		A	B	C	D	Brake
Center	1	6589	6507	6645	6729	7406
	2	6498	6412	6542	6623	7144
	3	6536	6444	6569	6642	6958
	4	6486	6386	6486	6548	6902
	5	6402	6307	6398	6448	6719
	6	6431	6338	6422	6457	6620
	7	6233	6232	6284		6629
	8	6111	6135	6171		6601
	9	6038	6072	6108		6537
Stabi	10	5903	5891			6570
Tip	11	5735	5746	5811	5908	

M - 26m

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Lines overall length checksheet - With risers

		A	B	C	D	Brake
Center	1	7473	7392	7533	7628	7801
	2	7379	7292	7425	7518	7527
	3	7419	7327	7455	7539	7333
	4	7370	7266	7395	7471	7275
	5	7283	7184	7303	7367	7085
	6	7314	7217	7328	7375	6982
	7	7229	7122	7171		6992
	8	7101	7008	7053		6961
	9	7030	6938	6980		6895
Stabi	10	6772	6760			6930
Tip	11	6599	6607	6675	6771	

L - 29m

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Lines overall length checksheet - Without risers

		A	B	C	D	Brake
Center	1	6926	6845	6986	7081	7801
	2	6832	6745	6878	6971	7527
	3	6872	6780	6908	6992	7333
	4	6823	6719	6848	6924	7275
	5	6736	6637	6756	6820	7085
	6	6767	6670	6781	6828	6982
	7	6582	6575	6624		6992
	8	6454	6461	6506		6961
	9	6383	6391	6433		6895
Stabi	10	6225	6213			6930
Tip	11	6052	6060	6128	6224	

L - 29m

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S size certification report **M size certification report** **L size certification report**

