

# **DAVINCI** **G L I D E R S**

# **FUNiKY**

REV. 6

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## Congratulations!

Congratulations!  
Thank you for choosing the FUNKY.

The FUNKY has been designed for who are willing to progress in the sport safely, chasing their first XC flights but who are also comfortable with the technical control of this type of glider.

The FUNKY is an easy and fun paraglider with excellent glide and a very efficient speed system designed as a high performance EN-B class glider.

This manual will help you to get all information about your glider. We strongly recommend that you read this manual carefully in order to be aware of any general limitations, performance characteristics, take off and flight characteristics, landing procedures, dealing with emergency situations and general maintenance.

This is information about the design of the FUNKY, advice how to use it best and how to care for it to ensure it has a long life, We hope that the FUNKY will give you a lot of satisfactory flying times.

**-DAVINCI GLIDERS TEAM-**

### WARNING!

THIS IS NOT TRAINING MANUAL. ATTEMPTING TO FLY THIS OR ANY OTHER PARAGLIDER WITHOUT PROPER INSTRUCTION FROM A CERTIFIED PROFESSIONAL INSTRUCTOR IS EXTREMELY DANGEROUS TO YOURSELF AND BYSTANDERS.

DAVINCI GLIDERS are carefully manufactured and inspected at the factory. Please use the glider only as described in this manual.

Do not make any modifications to the glider.  
As with any sport – without taking the necessary safety precautions, paragliding can be dangerous.

# INDEX

1. Technical DATA	3		
2. Materials DATA	4	11.3 Full stall	9
		11.4 Deep stall	
3. Introduction and Pilot Target	5	11.5 Asymmetrical stall	
4. Harness		11.6 B stall	
		11.7 Cravat	10
5. Risers	6	12. Descent Techniques	
6. Lines		12.1 Big ears	
7. Accelerator system		12.2 Spiral dive	
8. Pre-flight check	7	13. Landing	11
9. Take-Off		14. Packing your FUNKY	
9.1 Tow launch		15. Maintenance and cleaning	
10. In flight characteristics	8	16. Caring tips	12
11. Deflations		17. Warrantee	
11.1 Asymmetric collapse		18. Respecting nature and environment	
11.2 Frontal collapse			

# 1. Technical DATA

FUNKY			XXS	XS	S	M	L
CELLS	NUMBER		59	59	59	59	59
	CLOSED		10	10	10	10	10
FLAT	AREA	m <sup>2</sup>	21.0	22.9	24.8	26.8	28.9
	SPAN	m	10.9	11.4	11.9	12.4	12.8
	ASPECT RATIO		5.7	5.7	5.7	5.7	5.7
PROJECTED	AREA	m <sup>2</sup>	17.7	19.3	21.0	22.6	24.4
	SPAN	m	8.6	9.0	9.4	9.7	10.1
	ASPECT RATIO		4.2	4.2	4.2	4.2	4.2
FLATTENING		%	15.5	15.5	15.5	15.5	15.5
CORD	MAX	m	2.33	2.43	2.53	2.63	2.74
	MIN	m	0.67	0.70	0.73	0.76	0.79
	AVER	m	1.92	2.00	2.09	2.17	2.25
LINES	HEIGHT	m	6.89	7.20	7.49	7.79	8.09
	MAIN		3/4/3				
RISERS	NUMBER	3	A,A'/B/C,C'				
	TRIMS		NO	NO	NO	NO	NO
	ACCELERATOR		120	120	140	140	140
WEIGHT RANGE	MIN-MAX	KG	50-65	60-80	70-95	85-105	95-120
CERTIFICATION	EN-926-1/2 LTF		EN-B	EN-B	EN-B	EN-B	EN-B
GLIDER WEIGHT		KG	3.9	4.2	4.6	4.7	5.0

## 2. Materials DATA

CANOPY	FABRIC CODE	SUPPLIER
UPPER SURFACE	20D MF(WR)	DOMINICO TEXTILE CO
BOTTOM SURFACE	E3H	PORCHER IND
PROFILES	30D MF(NON WR)	DOMINICO TEXTILE CO
DIAGONALS	30D MF(NON WR)	DOMINICO TEXTILE CO

SUSPENSION LINES	FABRIC CODE	SUPPLIER
UPPER CASCADES	8000U 90/70	EDELRID
MIDDLE CASCADES	8000U 190/130	EDELRID
MAIN	8000U 280/230/190	EDELRID
UPPER STABLE	8000U 70	EDELRID
MAIN STABLE	8000U 130	EDELRID
UPPER BRAKE	8000U 90	LIROS
MIDDLE BRAKE	8000U 130	LIROS
MAIN BREAK	10N-200	EDELRID

RISERS	FABRIC CODE	SUPPLIER
MATERIAL	12mm zero stretch polyester	GUTH&WOLF GMBH
PULLEYS	Ronstan ball bearing	Ronstan

### 3. Introduction and Pilot Target

The FUNKY has been designed for who are willing to progress in the sport safely, chasing their first XC flights but who are also comfortable with the technical control of this type of glider.

The FUNKY is an easy and fun paraglider with excellent glide and a very efficient speed system designed as a high performance EN-B class glider. Long brake travel and excellent passive safety, as well as the good stability make the good ideal for progression. The FUNKY is an easy and fun paraglider with excellent glide and a very efficient speed system designed as a high performance EN B class glider.

-LTF and EN certification

The FUNKY is certified during official testing as LTF /EN-B.

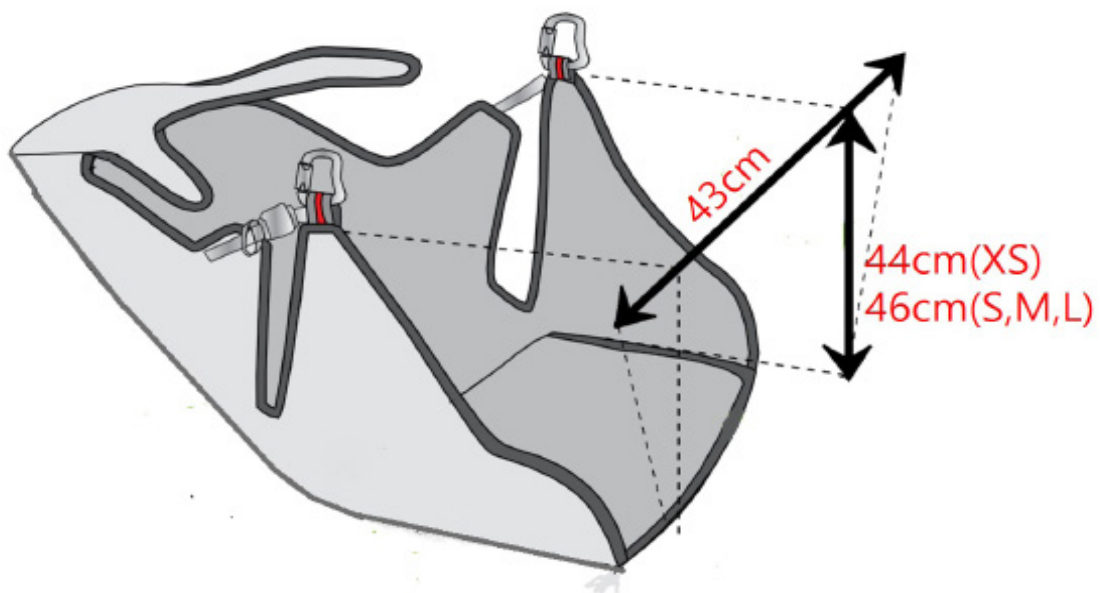
The glider has been type-tested for "one-seated" use only.

-For the FUNKY it has minimum of 65cm symmetrical travel length at maximum total-load.

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 many intended spins and full stalls to get a feeling for the stall behaviour. The FUNKY does not have the trimmer system.

### 4. Harness

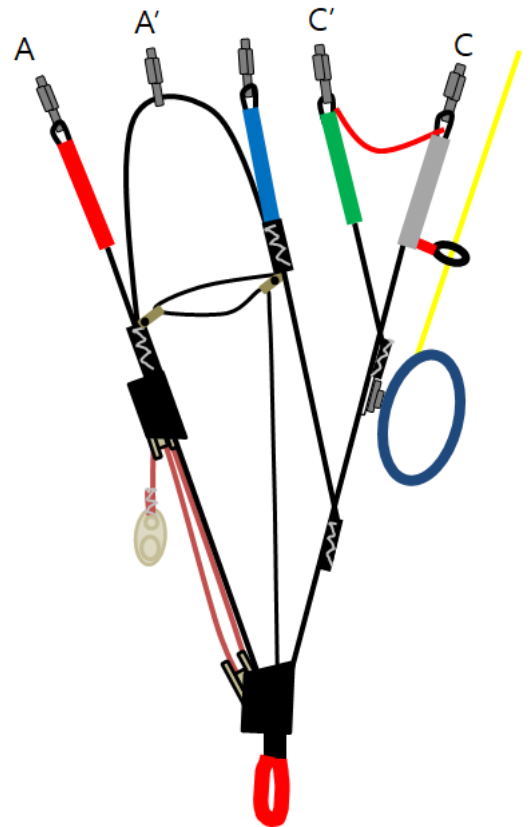
The FUNKY is certified for harnesses in Group GH(without rigid cross-bracing). The suspension points of the chosen harness should ideally have a caraviner distance of approximately 43cm and a height of 46cm(FUNKY XXS, XS 44cm).



## 5. Risers

FUNKY has 3 risers. The A riser has a red cover to easy identification. There is another line with red mailon. There is A' and is for the big ears.

	Standard [mm]	Accelerated [mm]	Travel length [mm]
A	500	360(380)	140(120)
B	500	430(440)	70(60)
C	500	500	0



## 6. Lines

They come in different diameters of Kevlar and Dyneema with sheathed cover. They must to be inspected every 100 hours or 12months maximum.

In case of Brake lines, it was cut a little longer, so every pilot can adjust it according to his personal taste.

But you must always leave 10cm before the brakes line starts acting in order to avoid trailing edge deformation when the wing is fully accelerated. In case the brake handle comes loose during flight or any brake lines is cut you can use the C riser softly for directional control instead of brake line.

## 7. Accelerator system

The accelerator has being limited in travel up to a safety point, however you can gain 8-12 km of extra speed.

You have to adjust the harness to the speed system so you can use all the speed travel.

To do so you have to be seated in the ground meanwhile you are in your harness and adjust the lines by pulling up the risers with tension. Another person help to do this is recommended. Make sure also that the speed bar is not pulling down the risers when you are not using it.

Once all the gear is rigged you have to test the whole speed travel in calm air. The use of the speed system reduces the angle of attack and the canopy may be more sensitive to collapses therefore do not use near the ground or in turbulent air and in case you are hit by turbulence remove your feet off the speed bar as quickly as possible. Always far away from the ground when using the speed bar.

## 8. Pre-flight check

To know yourself with the glider it is a good idea to perform practice inflations and ground handling in advance. You should have no difficulties flying the FUNKY for the first time in suitable conditions, but as with all new equipment.

When you have the new glider, the below points should be inspected.

- Check the lines are clear and not twisted.
- Connection points between the glider and harness.
- All harness buckles are closed.
- The Karabiners are fully closed and not damaged.
- The sewing, condition of the lines and connection of the lines are right
- Internal damage to ribs and diagonal ribs.
- Damage to the top and bottom panels and seams between panels.

## 9. Take-Off

FUNKY has easy inflation behaviour at the forward/reverse launch because of its profile system. To get the right wing shape for the take-off, pull the brake until the canopy shows at the perfect banana shape on the flat ground. While inflating the FUNKY, you should hold both of the A risers on your hands. Smoothly and gradually inflate the wing. It does not need excessive energy and you feel the lift force very fast. It does not tend to over-shooting characteristics and provides a leisurely launch time with you.

### 9.1 Tow launch

The FUNKY is easy to launch using a winch and it has no any special skills. To practice this launching technique special training is needed and you have to know the procedures and dangers, which are specific for winching. We do not recommend using any special towing device which accelerates the glider during the winch launch.



## 10. In flight characteristics

FUNKY has the best stable glide performance in a normal position with no any brakes. In strong thermals and turbulence, we recommend to gently pull both brakes without acceleration to increase stability. The brakes provide feedback about the surrounding air, which is needed for active flying.

To familiarize yourself with the FUNKY your first turns should be gradual and progressive. To make efficient and coordinated turns with the FUNKY first look in the direction you want to go and check that the airspace is clear. Your first input for directional change should be weight-shift, followed by the smooth application of the brake until the desired bank angle is achieved. To regulate the speed and radius of the turn, coordinate your weight shift and use the outer brake.

In the unlikely event that a brake line releases from the brake handle or breaks, the glider is manoeuvrable using the C-risers. By pulling gently on the C-risers it is possible to steer the glider and land safely.

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!

## 11. Deflations

In spite of the FUNKY has great stability of the flight, strong turbulence or piloting error may cause a portion of the wing suddenly to be a deflation.

### 11.1 Asymmetric collapse

Asymmetric collapse usually happens when the pilot has not foreseen this possible reaction of the wing.

Asymmetric collapses should be controlled by weight shifting away from the collapse and applying enough brake to control your direction. And you should use the brake to re-inflate the glider.

### 11.2 Frontal collapse

FUNKY does not come out the symmetrical front collapse by itself. It has high internal pressure with its well designed profile. However a symmetric collapse may occur in strong turbulent condition, but it could be fast recovered, if you apply the brake down to 15 to 20cm. Release the brake lines, you may recover to the normal flight.

### 11.3 Full stall

Full stall can occur when you fully pull the both brakes enough long time. This means that the wing loses its forward momentum. To recover to the normal flight you must release both brakes. After this usually comes a front dive with a possible front deflation. An asymmetric recovery (one control released faster than the other) from a full-stall can cause a big dynamic collapse. The full-stall is a hazardous manoeuvre and as such outside the scope of this manual. You should practice and learn this manoeuvre only on a SIV course under professional instructor.

### 11.4 Deep stall

It is possible for gliders to enter a state of deep stall. This can be caused by several situations including; a very slow release from a B-line stall; flying the glider when wet; very old glider; or after a front/symmetric deflation.

When you meet this situation you should fully raise up the both brakes and push the A-risers forwards or use the speed bar symmetrically to regain normal flight.

### 11.5 Asymmetrical stall

It can take place when you pull one of the brakes too hard, or while spiraling at a small speed in turbulence you increase the angle of attack. Rotation in the asymmetrical stall is called negative spiral. This is one of the most dangerous flying situations. In order to get out of asymmetrical stall, just release the brakes. There may follow side thrust forward with a following wing collapse.

### 11.6 B stall

The FUNKY has a very clean stable B stall. To enter the B stall, the pilot has to pull the first 20cm slowly until the glider loses forward speed and starts to descend at around 6 m/s vertically. Do not release the brake handles during B stall. If you pull too much B-line the glider may horseshoe and move around a lot. If this happens, release the B risers.

To exit the B-stall the B-risers should be released symmetrically and in one smooth, progressive motion. The glider will resume normal forward flight without further input. Check you have forward flight again before using the brakes.

## 11.7 Cravat

In case a cravat should occur from an asymmetric collapse or other manoeuvres, it is important to keep your flying direction by applying some brake on the opposite side and weight shift.

You can also use strong deep pumps on the brake to the cravated side. If a pull of the brake line is unsuccessful, pulling the stable line which is the outermost line on the B-riser may work.

If you can not do it and the rotation is increasing, you must use the parachute.

# 12. Descent Techniques

## 12.1 Big ears

Sink rate can be decreased in a controlled way by folding both wing tips. While holding the brakes you should symmetrically pull the outermost A-risers.

In order to return to the normal flight, you should release the A-risers and pull the brake short times until wing tips regain pressure.

Spiraling is not permitted with big ears, because of the increased load on the remaining lines so that they can be physically deformed.

## 12.2 Spiral dive

The spiral dive is the most demanding descent technique and should be learned at enough height, preferably during an SIV course.

When you hold one sided brake down for a long time, the glider goes into a fast sharp turn and loses a lot of height. The sink rate could be more than 15 m/sec. To get out of the spiral dive you must release the inner brake and use the outside brake to manage your sink rate. Mind that FUNKY may take one more turn after releasing the brake.

## 13. Landing

We recommend to land with trimmers to the normal slow position. Don't use the sharp turns or radical maneuvers.

When you are 1-2m over the ground, you should face into wind and standing upright and ready to run. Finally you may pull the brakes smoothly for minimize vertical speed.

Don't hit the ground by your overtake the glider. If you in windy condition, as soon as you touch the ground you have to turn around to face the glider and move towards it during full pulling break symmetrically.

## 14. Packing your FUNKY

Spread the FUNKY completely out on the ground. Separate the lines to the each side. The FUNKY must be folded cell to cell to keep the plastic reinforcement at the leading edge lie flat on each other and don't get bent. Try to pack your FUNKY as loosely as the rucksack allows, because every fold weakens the fabric.

Avoid packing the glider where it is wet or abrasive conditions(sand, asphalt pavement, concrete)

## 15. Maintenance and cleaning

Cleaning should be carried out with only pure water. If the glider comes in contact with salt water, clean thoroughly with fresh water. Do not use solvents of any kind, as this may remove the protective coatings and destroy the fabric.

## 16. Caring tips

- Do not expose your glider to the sun any longer than necessary
- Keep it away from water and other liquids
- Do not let the front edge hit the ground
- Keep your glider away from fire
- Do not put anything heavy on your glider, do not pack it in a rucksack too tightly.
- Regularly inspect the canopy, lines, risers and harness. If you find any defects, contact your dealer or the manufacturer. Do not attempt to repair the paraglider by yourselves.
- If you detect a damaged line, inform the dealer or manufacturer about the line number according to the line plan
- Keep your FUNKY in a bag in a dry well-ventilated place under neutral temperature and humidity conditions
- If you do not use the glider, then once a month you should unpack it, ventilate it well, and then pack it back in the bag

## 17. Warrantee

The producer guarantees the correctness of the declared characteristics and the paraglider's normal performance for two years after the purchase date. The producer conducts special, and after warranty repairs and maintenance at the owners' request for an extra price.

We recommend to inspect your paraglider (including checking suspension line strength, line geometry, riser geometry and permeability of the canopy material) one time at two years, or every 150 hours of flying time (whichever comes first); Those inspection must be made by manufacturer, importer, distributor, dealer or other authorised persons. The checking must be proven by a stamp on the certification sticker on the glider as well in the manual book.

## 18. 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 paraglider 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 Davinci gliders back to us Davinci Gliders offices. We will undertake to recycle the glider.

# Checked line sheet(with riser)

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

## XXSmall size

	A	B	C	D	Brake
1	6845	6785	6886	6951	7207
2	6809	6752	6859	6927	7007
3	6787	6729	6830	6896	6869
4	6805	6747	6845	6907	6845
5	6775	6717	6808	6868	6755
6	6748	6690	6779	6838	6658
7	6719	6664	6743	6794	6614
8	7627	6673	6746	6792	6645
9	6667	6608	6659		6548
10	6619	6562	6610		6483
11	6531	6480	6500		6428
12	6468	6419	6450		6393
13	6499	6451	6446		6447
14(stable)	6251	6192	6320		
15(stable)	6080	6087	6195		

## XSmall size

	A	B	C	D	Brake
1	7146	7086	7193	7259	7537
2	7110	7052	7164	7234	7330
3	7088	7028	7135	7203	7187
4	7107	7047	7151	7215	7163
5	7077	7016	7114	7174	7068
6	7049	6989	7083	7143	6971
7	7019	6962	7046	7098	6921
8	7027	6972	7048	7095	6954
9	6965	6906	6956		6853
10	6915	6858	6907		6785
11	6822	6771	6792		6728
12	6756	6707	6743		6691
13	6789	6740	6736		6745
14(stable)	6530	6470	6597		
15(stable)	6353	6345	6467		

Small size

	A	B	C	D	Brake
1	7436	7374	7485	7540	7684
2	7398	7339	7456	7515	7470
3	7378	7317	7427	7483	7322
4	7398	7337	7443	7496	7297
5	7366	7305	7406	7455	7197
6	7337	7277	7375	7423	7097
7	7306	7249	7337	7377	7045
8	7316	7259	7340	7374	7080
9	7250	7189	7251		6975
10	7198	7140	7198		6905
11	7101	7050	7078		6845
12	7032	6983	7026		6808
13	7079	7017	7019		6862
14(stable)	6798	6737	6874		
15(stable)	6614	6611	6738		

Medium size

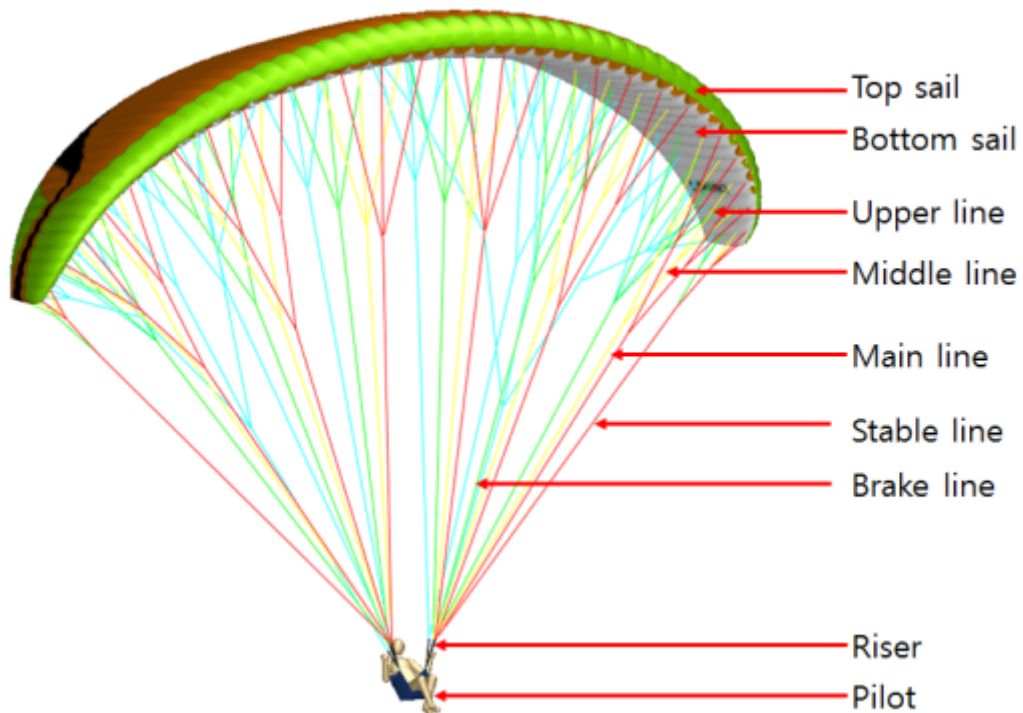
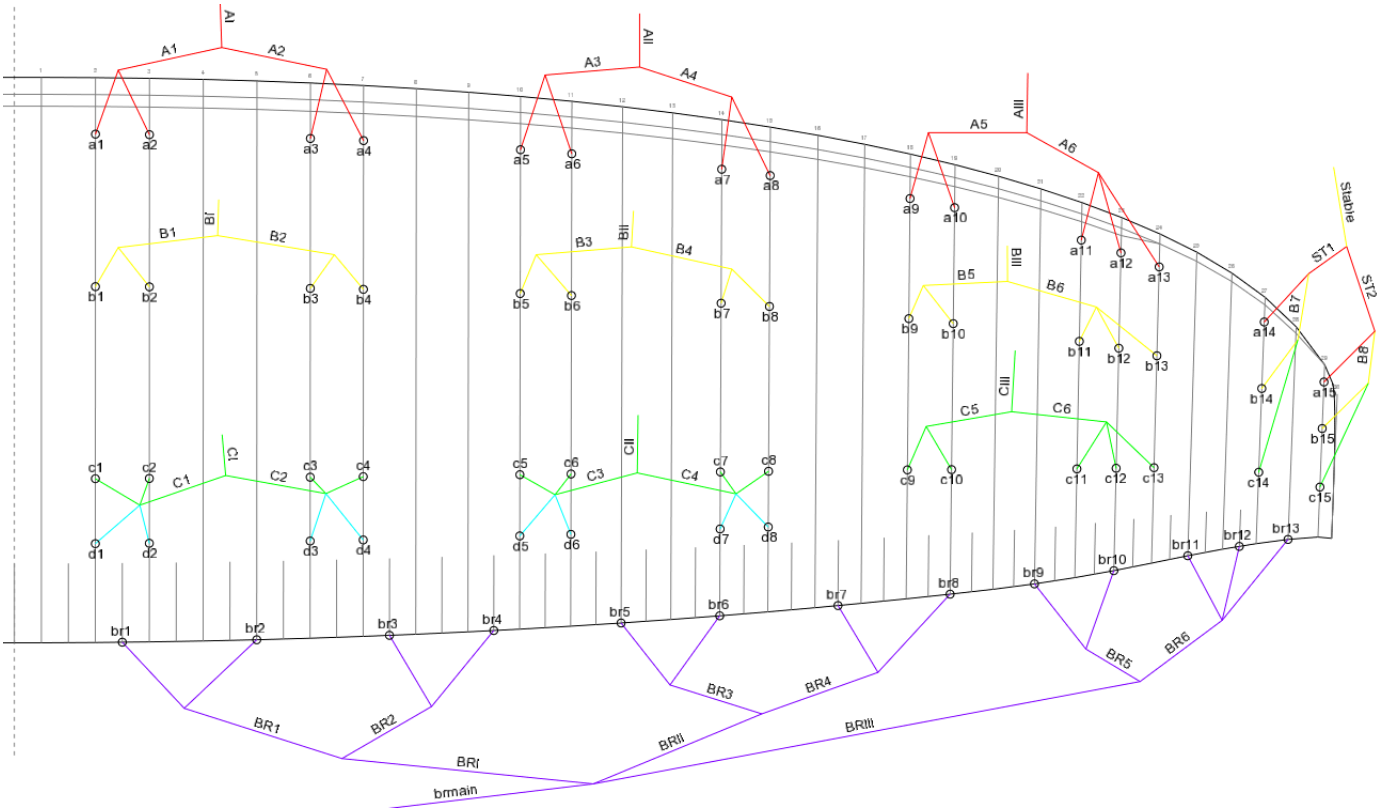
	A	B	C	D	Brake
1	7727	7652	7767	7833	7829
2	7688	7617	7738	7807	7695
3	7668	7595	7708	7776	7601
4	7689	7615	7725	7789	7589
5	7655	7587	7684	7744	7514
6	7625	7558	7654	7710	7429
7	7594	7530	7616	7666	7359
8	7603	7540	7619	7664	7336
9	7535	7470	7527		7212
10	7481	7419	7471		7103
11	7380	7325	7347		6992
12	7315	7253	7293		6910
13	7350	7287	7285		6920
14(stable)	7066	7003	7135		
15(stable)	6874	6873	6993		

Large size

	A	B	C	D	Brake
1	8032	7954	8076	8148	8179
2	7992	7918	8046	7122	8041
3	7972	7895	8017	8090	7944
4	7994	7917	8035	8104	7932
5	7951	7882	7997	8062	7862
6	7921	7852	7964	8028	7774
7	7888	7822	7923	7979	7702
8	7898	7833	7926	7976	7678
9	7834	7768	7836		7550
10	7778	7714	7779		7437
11	7673	7617	7649		7322
12	7599	7545	7593		7236
13	7636	7581	7584		7249
14(stable)	7330	7274	7411		
15(stable)	7130	7139	7263		



Line plan





# Line and Riser Measurements of flight test Paraglider <sup>(1)</sup>

Report No. : **PG\_1563.2019** Sample name: **Funky XXS** Date measure: **05.11.2019** Place: **Villeneuve**  
 Manufacturer: **Davinci Product** S/N: **AFK-XXS10621-LBWO** Responsible: **Claude Thurnheer** Linked: **ISO 71.8.1**

**Total line length including risers [mm]** Main brake line with diff color than A,B,C main line?  Yes

	A			B			C			D			E			Stab			Brake			+strap
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
Center 1	6845	6834	-11	6785	6776	-9	6886	6874	-12	6951	6941	-10				6251	6247	-4	7207	7194	-13	
2	6809	6801	-8	6752	6744	-8	6859	6847	-12	6927	6917	-10				6080	6074	-6	7007	6997	-10	
3	6787	6778	-9	6729	6722	-7	6830	6821	-9	6896	6890	-6				6192	6180	-13	6869	6857	-12	
4	6805	6798	-8	6747	6741	-6	6845	6834	-12	6907	6899	-8				6087	6078	-9	6845	6831	-14	
5	6775	6767	-8	6717	6713	-4	6808	6797	-11	6868	6857	-11				6320	6310	-11	6755	6743	-12	
6	6748	6741	-7	6690	6683	-7	6779	6766	-13	6838	6827	-11				6195	6183	-12	6658	6644	-15	
7	6719	6708	-11	6664	6659	-5	6743	6733	-10	6794	6785	-9							6614	6605	-9	
8	6727	6718	-9	6673	6666	-7	6746	6732	-14	6792	6784	-8							6645	6631	-14	
9	6667	6659	-8	6608	6600	-8	6659	6647	-12										6548	6536	-12	
10	6619	6610	-9	6562	6553	-9	6610	6599	-11										6483	6473	-10	
11	6531	6522	-9	6480	6476	-4	6500	6487	-13										6428	6417	-11	
12	6468	6459	-9	6419	6415	-4	6452	6437	-15										6393	6385	-9	
Wing tip 13	6499	6491	-8	6451	6445	-6	6446	6433	-13										6447	6448	1	
14																						
15																						
16																						
17																						
18																						

Stab line to riser:

Number Cell:


Weight of the glider [kg]:

Tolerance [mm] <sup>(4)</sup>:

**Riser measurement - total length (inner edge) [mm] <sup>(3)</sup>**

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim
A	531	413	n/a	
A'	528	436	n/a	
B	528	469	n/a	
C	528	528	n/a	
Acc	118	*[mm]		
Trimmer	n/a	[mm]		

**Acc system configuration max travel**



Cross

**Another trim configuration**  No  
 If yes (description):

**Test Atmosphere AGL**

Pressure [hPa]   
 Humidity [%]   
 Temperature [°C]

**Plausibility check :**

[mm] 500   
 [mm] 10000

Remark:

**Instrument validity** date

Laser distance meter	07.09.2023	Uncertainty of instrument [mm] <input type="text" value="3"/>
Line measurements system	07.09.2023	

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

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

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

## Line and Riser Measurements of flight test Paraglider <sup>(1)</sup>

Report No. : **PG\_1562.2019** Sample name: **Funky XS** Date measure: **14.11.209** Place: **Villeneuve**  
 Manufacturer: **Davinci Product** S/N: **AFK-XS10611-GRRYR** Responsible: **Claude Thurnheer** Linked: **ISO 71.8.1**

Total line length including risers [mm] Main brake line with diff color than A,B,C main line?  Yes

	A			B			C			D			E			Stab			Brake			+strap
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
Center 1	7146	7138	-9	7086	7076	-10	7193	7180	-13	7259	7252	-8				6530	6523	-7	7537	7527	-10	
2	7110	7105	-5	7052	7045	-7	7164	7154	-10	7234	7225	-9				6353	6347	-7	7330	7321	-9	
3	7088	7081	-7	7028	7017	-11	7135	7126	-9	7203	7196	-7				6470	6457	-14	7187	7177	-10	
4	7107	7101	-6	7047	7039	-8	7151	7139	-12	7215	7206	-9				6345	6333	-12	7163	7154	-9	
5	7077	7070	-7	7016	7006	-10	7114	7100	-14	7174	7165	-9				6597	6585	-12	7068	7059	-9	
6	7049	7045	-4	6989	6980	-10	7083	7070	-13	7143	7132	-11				6467	6455	-12	6971	6963	-9	
7	7019	7012	-7	6962	6949	-13	7046	7033	-13	7098	7090	-8							6921	6916	-5	
8	7027	7020	-7	6972	6961	-11	7048	7037	-11	7095	7088	-7							6954	6947	-7	
9	6965	6953	-13	6906	6897	-9	6958	6943	-15										6853	6843	-10	
10	6915	6905	-10	6858	6852	-6	6907	6895	-12										6785	6775	-10	
11	6822	6810	-12	6771	6763	-8	6792	6779	-13										6728	6721	-7	
12	6756	6744	-12	6707	6702	-5	6743	6730	-13										6691	6686	-5	
Wing tip 13	6789	6778	-11	6740	6746	6	6736	6723	-14										6745	6749	4	
14																						
15																						
16																						
17																						
18																						

Stab line to riser:

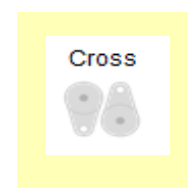
Number Cell:

Weight of the glider [kg]:

Tolerance [mm] <sup>(4)</sup>:

Riser measurement - total length (inner edge) [mm] <sup>(3)</sup>					Acc system configuration max travel			Test Atmosphere AGL	
Total length	Risers	Std	Acc	Trim	Total length (no carabiner or connect)	Risers	Std	Acc	Pressure [hPa] <input type="text" value="976.4"/>
	A	531	408	n/a		A	502	379	
(incl. Carabiner or connect)	A'	527	434	n/a	A'	498	405	Temperature [°C] <input type="text" value="21.3"/>	Plausibility check : [mm] 500 <input type="text" value="500"/> [mm] 10000 <input type="text" value="10002"/>
	B	527	466	n/a	B	498	437		
	C	526	526	n/a	C	497	497	Another trim configuration <input type="checkbox"/> No If yes (description):	Remark:
	C'	524	524	n/a	C'	495	495		
	Acc	123	*[mm]		Acc	123	*[mm]		
	Trimmer	n/a	[mm]		Trimmer	n/a	[mm]		

Instrument validity	date	Uncertainty of instrument [mm]
Laser distance meter	<input type="text" value="07.09.2023"/>	<input type="text" value="3"/>
Line measurements system	<input type="text" value="07.09.2023"/>	



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

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

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

# Line and Riser Measurements of flight test Paraglider <sup>(1)</sup>

Report No. : **PG\_1549.2019** Sample name: **Funky S** Date measure: **08.08.2019** Place: **Villeneuve**  
 Manufacturer: **Davinci Products** S/N: **AKF-S10261-LBWO** Responsible: **Alain Zoller** Linked: **ISO 71.8.1**

**Total line length including risers [mm]** Main brake line with diff color than A,B,C main line?  Yes

	A			B			C			D			E			Stab			Brake			+strap	
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample	
Center	1	7436	7437	1	7374	7374	0	7485	7485	0	7540	7550	10				6798	6804	6	7684	7677	-7	
	2	7398	7397	-1	7339	7342	3	7456	7459	3	7515	7522	7				6614	6614	0	7470	7464	-6	
	3	7378	7380	2	7317	7317	0	7427	7425	-3	7483	7489	6				6737	6736	-1	7322	7317	-5	
	4	7398	7397	-1	7337	7336	-1	7443	7439	-4	7496	7499	3				6611	6605	-6	7297	7294	-3	
	5	7366	7362	-4	7305	7306	1	7406	7407	1	7455	7460	5				6874	6869	-5	7197	7193	-5	
	6	7337	7332	-5	7277	7278	1	7375	7376	1	7423	7429	6				6738	6734	-4	7097	7095	-2	
	7	7306	7301	-5	7249	7251	2	7337	7338	1	7377	7384	7							7045	7040	-5	
	8	7316	7311	-5	7259	7261	2	7340	7343	3	7374	7382	8							7080	7077	-3	
	9	7250	7252	2	7189	7188	-1	7251	7240	-11										6975	6970	-5	
	10	7198	7199	1	7140	7137	-3	7198	7190	-8										6905	6899	-6	
	11	7101	7101	0	7050	7045	-5	7078	7069	-9										6845	6837	-8	
	12	7032	7031	-1	6983	6981	-2	7026	7015	-11										6808	6803	-5	
Wing	13	7079	7093	14	7017	7013	-4	7019	7004	-15										6862	6855	-8	
tip	14																						
	15																						
	16																						
	17																						
	18																						

Stab line to riser:

Number Cell:


Weight of the glider [kg]:

Tolerance [mm] <sup>(4)</sup>:

**Riser measurement - total length (inner edge) [mm] <sup>(3)</sup>**

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim
A	523	377	n/a	
A'	519	408	n/a	
B	521	447	n/a	
C	517	516	n/a	
C'	516	516	n/a	
Acc	147	[mm]		
Trimmer	n/a	[mm]		

**Acc system configuration max travel**



Cross

**Another trim configuration**  No  
 If yes (description):

**Test Atmosphere AGL**

Pressure [hPa]   
 Humidity [%]   
 Temperature [°C]

**Plausibility check :**

[mm] 500	<input type="text" value="500"/>
[mm] 10000	<input type="text" value="10000"/>

Remark:

**No. of risers**   
 Tolerance [mm]

**Carabiner [mm]**  27 int  
 Tolerance [mm]

\*Travel range (distance between A and rear riser)

<b>Instrument validity</b>	date	Uncertainty of instrument [mm]
Laser distance meter	<input type="text" value="07.09.2023"/>	<input type="text" value="3"/>
Line measurements system	<input type="text" value="07.09.2023"/>	

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

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

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

# Line and Riser Measurements of flight test Paraglider <sup>(1)</sup>

Report No. : **PG\_1521.2019** Sample name: **Funky M** Date measure: **02.07.2019** Place: **Villeneuve**  
 Manufacturer: **Davinci Products** S/N: **AFK-M10411-GDBVW** Responsible: **Claude Thurnheer** Linked: **ISO 71.8.1**

## Total line length including risers [mm]

Main brake line with diff color than A,B,C main line?  Yes

Center	A			B			C			D			E			Stab			Brake			+strap
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
1	7727	7729	2	7652	7651	-2	7767	7763	-4	7833	7830	-3				7066	7066	0	7829	7829	0	
2	7688	7687	-1	7617	7618	1	7737	7752	15	7807	7808	1				6874	6873	-1	7695	7696	1	
3	7668	7668	0	7595	7595	0	7708	7705	-3	7776	7777	1				7003	7004	1	7601	7601	0	
4	7689	7688	-1	7615	7614	-1	7725	7721	-5	7789	7790	1				6873	6870	-3	7589	7589	0	
5	7655	7655	0	7587	7589	2	7684	7698	14	7744	7758	14				7135	7135	0	7514	7512	-2	
6	7625	7628	3	7558	7564	6	7654	7668	14	7710	7724	14				6993	6993	0	7429	7429	0	
7	7594	7593	-1	7530	7528	-2	7616	7616	0	7666	7671	5							7359	7360	1	
8	7603	7602	-1	7540	7542	2	7619	7618	-2	7664	7665	1							7336	7339	3	
9	7535	7536	1	7470	7470	0	7527	7526	-1										7212	7210	-2	
10	7481	7482	1	7419	7418	-1	7471	7471	0										7103	7104	1	
11	7380	7378	-2	7325	7327	2	7347	7345	-2										6992	6993	1	
12	7315	7311	-4	7253	7255	2	7293	7291	-2										6910	6909	-1	
13	7350	7344	-6	7287	7284	-3	7285	7283	-2										6920	6921	1	
14																						
15																						
16																						
17																						
18																						

Number Cell:	57
Weight of the glider [kg]:	4.74
Tolerance [mm] <sup>(4)</sup> :	±15

Stab line to riser:	B
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## Riser measurement - total length (inner edge) [mm] <sup>(3)</sup>

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim	Total length (no carabiner or connect)	Risers	Std	Acc
A	517	372	n/a		A	489	344	
A'	520	404	n/a		A'	492	376	
B	519	443	n/a		B	491	415	
C	515	515	n/a		C	487	487	
C'	514	512	n/a		C'	486	484	
Acc	145	[mm]			Acc	145	[mm]	
Trimmer	n/a	[mm]			Trimmer	n/a	[mm]	

No. of risers   
 Tolerance [mm]   
 Carabiner [mm]   
 Tolerance [mm]

\*Travel range (distance between A and rear riser)

## Acc system configuration max travel



Another trim configuration   
 If yes (description):

## Test Atmosphere AGL

Pressure [hPa]   
 Humidity [%]   
 Temperature [°C]

Plausibility check :  
 [mm] 500   
 [mm] 10000

Instrument validity	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm]

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

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

# Line and Riser Measurements of flight test Paraglider <sup>(1)</sup>

Report No. : **PG\_1522.2019** Sample name: **Funky L** Date measure: **05.07.2019** Place: **Villeneuve**  
 Manufacturer: **Davinci Products** S/N: **AFK-L10412-GRRYR** Responsible: **Claude Thurnheer** Linked: **ISO 71.8.1**

**Total line length including risers [mm]** Main brake line with diff color than A,B,C main line?  Yes


Center	A			B			C			D			E			Stab			Brake			+strap
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Sample
1	8032	8040	8	7954	7954	0	8076	8068	-8	8148	8140	-8				7330	7334	4	8179	8183	4	
2	7992	7997	5	7918	7919	1	8046	8042	-4	8122	8116	-6				7130	7137	7	8041	8049	8	
3	7972	7976	4	7895	7895	0	8017	8014	-3	8090	8089	-1				7274	7271	-3	7944	7950	6	
4	7994	7997	3	7917	7916	-1	8035	8030	-5	8104	8100	-4				7139	7137	-2	7932	7941	9	
5	7951	7958	7	7882	7878	-4	7997	7995	-2	8062	8061	-1				7411	7407	-4	7862	7862	0	
6	7921	7930	9	7852	7853	1	7964	7964	-1	8028	8027	-1				7263	7262	-1	7774	7777	3	
7	7888	7892	4	7822	7824	2	7923	7915	-9	7979	7971	-8							7702	7704	2	
8	7898	7905	7	7833	7835	2	7926	7916	-10	7976	7965	-11							7678	7682	4	
9	7834	7830	-4	7768	7754	-14	7836	7829	-7										7550	7551	1	
10	7778	7777	-1	7714	7707	-7	7779	7775	-4										7437	7443	6	
11	7673	7665	-8	7617	7608	-9	7649	7643	-6										7322	7326	4	
12	7599	7596	-3	7545	7539	-6	7593	7587	-7										7236	7244	8	
13	7635	7629	-6	7581	7575	-6	7584	7580	-4										7249	7252	3	
14																						
15																						
16																						
17																						
18																						

Number Cell:	57
Weight of the glider [kg]:	5.02
Tolerance [mm] <sup>(4)</sup> :	±15

Stab line to riser:	B
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<b>Riser measurement - total length (inner edge) [mm] <sup>(3)</sup></b>					<b>Acc system configuration max travel</b>			<b>Test Atmosphere AGL</b>					
Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim	Total length (no carabiner or connect)	Risers	Std	Acc		Pressure [hPa]	978.5		
	A	518	379	n/a		A	492	353		Tolerance [mm]	5	Humidity [%]	65
	A'	518	413	n/a		A'	492	387		Carabiner [mm]	26	Temperature [°C]	25.3
	B	517	448	n/a		B	491	422	Tolerance [mm]	2	<b>Plausibility check :</b> [mm] 500 <input type="checkbox"/> 500 [mm] 10000 <input type="checkbox"/> 10002		
	C	514	512	n/a		C	488	486	Another trim configuration	No			
	C'	518	514	n/a		C'	492	488	If yes (description):				
Acc	139	[mm]		Acc	139	[mm]							
Trimmer	n/a	[mm]		Trimmer	n/a	[mm]							

**Instrument validity** date  
 Laser distance meter 07.09.2023  
 Line measurements system 07.09.2023  
 Uncertainty of instrument [mm] 3

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

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