TRIPLE SEVEN

USER MANUAL

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Introduction

Welcome

Welcome to the Triple Seven Team! We are excited that you have chosen to fly the ROOK2, as we are confident that this glider will be the next step in your piloting career. We wish you exciting flying adventures!

Triple Seven Mission

Our company's goal is to produce high quality products and technologically innovative gliders of all types and classes. We are striving to develop state of the art paragliders, with the optimum compromise between safety and performance, produced in Europe.

Your success is our inspiration; our goal is your success.

Manual

This document contains complete product information and instructions to familiarize you with the main characteristics of your new glider. It contains instructions on how to use and maintain the wing, however, its purpose is not to serve as learning material to pilot this kind of wing. As such, this is not a flying manual. Flying instructions can only be taught by flying schools and specially certified instructors.

It is important that you take time to read this manual carefully before the first flight, as thorough knowledge of your equipment enables you to fly safely and to maximize your full potential. If you borrow or give your glider to another pilot, please pass this manual on with it.

If any use of Triple Seven equipment remains unclear after having read this manual, please contact: your local paragliding instructor, your Triple Seven importer or Triple Seven. This product manual is subject to changes without prior notice. Please check www.777gliders.com for the latest information regarding our products. Introduction

Welcome

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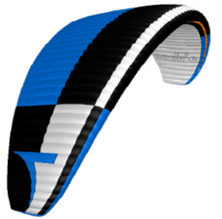
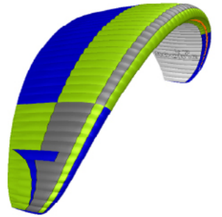
ROOK 2

- **Progressive handling, offering easy and precise control characteristics**
- **Profile and trim speed optimized for good climbing**
- **Balanced wing tension, together with leading and trailing edge reinforcements for greater stability and good gliding performance throughout a wide speed range**
- **Optimized geometry of the suspension lines and materials for reduced drag and better gliding performance**
- **Good pitch stability and easy to pilot**
- **Light weight and easy launch control**
- **EN-B, LTF-B certification**

ROOK2 is a glider designed by the Valic Brothers, made for local soaring and cross country flying. The glider's technical design is based on experience and technology of competition wings, with great emphasis on ease of flying and safety.





Designer’s thoughts

Our design goal from the beginning was to upgrade the overall good feeling of ROOK2 predecessor. We have managed to gain big leap in performance which will remain manageable for wide range of pilots in class B. Designing this wing was great joy as we knew we are building something that will feel safe and yet very performative in hands of many pilots.

Urban Valič

Who is this glider for?

This wing is a high performance EN-B, LTF-B certified glider intended for intermediate to advanced pilots that want safety and high performance in this class. Intermediate pilots may find this glider great for the progression of their piloting XC skills for years, whilst experienced pilots will enjoy the comfort of safety and performance on long cross country flights; even in stronger air.

The pilot of this wing should be comfortable with the basic active flying techniques of controlling a glider in active air, naturally preventing pitch or roll movements. As with any glider, we recommend constantly improving your basic and advanced flying skills.

Certification

The ROOK2 has passed the European EN-B certification for all commercially available sizes. The homologation results are enclosed at the end of this manual.

Before flight

Elements, components

The ROOK2 is delivered together with a rucksack, inner bag, compression strap, Triple Seven T-shirt and USB key with this manual.

Assembly

Before you rush to the first take-off we recommend you take your time to unpack and test your equipment on a training slope. In this way you will have time and will not be distracted or rushed to prepare your equipment, and you will be able to do your first pre-flight check properly.
The place should be flat, free of obstacles, and with light wind. This will enable you to nicely inflate the wing and also familiarize yourself with it while ground handling. Every glider has to be checked by a Triple Seven dealer, however, as a pilot you want to do a proper pre-flight check yourself.

Firstly, prepare and spread out the glider like you would normally do. While you are spreading out and walking along the glider, observe the fabric material for any abnormalities. When you are done with the inspection of the canopy, grab the risers and spread the lines, check if the risers and maillons (carabiners) are properly closed. Identify and disentangle the A1, A2, B, C risers and the lines including the brake lines. Connect the risers' main attachment points correctly to the harness, watch for any twists and make sure that the main carabiners are properly closed.

Harness

The ROOK2 has passed EN-B certification testing using a GH - ABS type harness. This certification allows the ROOK2 to be flown with most of the harnesses on the market, but keep in mind that the change of a harness greatly influences the feeling of the glider, depending on the effectiveness of the harness weight shift. Check with the harness manufacturer or with your instructor whether your harness is of the proper type.

The length of the harness chest strap affects the distance between the main carabiners and the wing's handling as well as your stability in the harness. Tightening the chest strap increases your stability, but greatly increases the risk of twisting after a collapse. A tight setting also increases the tendency to maintain a deep spiral. As a rule of thumb, a more opened chest strap gives you more feedback from the glider, which is good for your climbing efficiency and increases safety in a flying incident. But we strongly recommend adjusting the length of the harness chest strap according to the lengths used during certification. This setting varies according to the harness size from 42cm to 50cm. Check the settings used during testing under the certification specimen section.

We recommend that your first flight with the ROOK2 is not also with a new harness. Another rule of thumb is if you want to experience the feeling of new equipment, change only one part of equipment at a time.

Accelerator settings

The ROOK2 speed system increases the speed of the glider by 14km/h with the accelerator at full travel, from trim speed at 38km/h to full speed at 52km/h.

Before attaching the accelerator system to the ROOK2 risers, check that the speed system inside your harness is correctly routed and that all pulleys are set correctly. Make sure there are no knots or other obstacles that might make the accelerator get stuck during usage.

The length of the speed bar lines should be adjusted on the ground so that your legs are fully extended at the point of full accelerator travel. While setting the speed line lengths make sure they are long enough, so that the speed system does not accelerate the glider by itself. If in doubt how to properly set the accelerator system, please consult your instructor or Triple Seven dealer.

Brakes adjustments

The length of the brake lines has already been adjusted by the manufacturer and is the same as used during the certification test flights. The length is set and fine-tuned during the development of the glider, therefore generally there should be no need to adjust them. We recommend flying this setting for a while, and you can still change it afterwards if you wish to do so. If you change the length of the brakes, do it in a step by step process of 2 cm at a time. Bear in mind that if you make the brake lines too short, they might be applied unintentionally while the speed system is being used.

Weight range

Each size of the ROOK2 is certified for its own weight range. The above mentioned weight includes the weight of the pilot and complete paragliding equipment, together with the glider, harness, all accessories and optional ballast. Every glider changes its characteristics by changing the take-off weight. We recommend that you always fly your glider in the specified weight range. To measure your take-off weight, step on a scale with all your equipment packed in the rucksack.

Lower half of the weight range

Flying the ROOK2, as any other glider, in the lower part of the weight range, causes the agility of the glider to decrease, and when flying through turbulence its tendency for collapses relatively increases as compared to flying it in the upper wing loading range. However, reactions after a collapse are less dynamic and sink rate improves. Therefore, if you mainly fly in weak conditions, you might prefer this weight range.

Upper half of the weight range

Again, as with any other glider, flying the ROOK2 in the upper part of the weight range increases the stability and agility of the glider. Consequently, there is a slight increase in the glider's speed and also gliding performance, especially when flying against the wind. If you normally fly in stronger conditions and you prefer relatively more dynamic flying characteristics, you should set the take-off weight in the higher weight range. Reactions after a collapse may be more dynamic in the upper half of the weight range.

Flying ROOK2

First Flight

Now that you have already familiarized yourself with your new glider while ground handling on a training slope, you are ready for your first flight. For the first flight it is recommend that you choose a familiar flying area and to fly your new glider in calm conditions.

Preflight check equipment

Before every flight you need to do a pre-flight check and the inspection of other equipment. Learn to do this, as it takes no extra time. This procedure may vary, depending on the instructor, pilot or equipment settings. Some pilots have their wing always connected to the harness. However you should have a consistent method of checking and preparing your equipment and doing the final pre-flight check.

1. After the arrival on take-off, assess the suitability of flying conditions.
2. While walking around the canopy preparing and spreading out the wing, you should at the same time inspect the canopy.
3. After you check the lines and connect the risers to the harness, grab the lines and slide them through your fingers as you walk towards the canopy. In this way you double check that the lines are not tangled, stuck or damaged.

Final preflight check

1. Strap into the harness. The leg straps should be the first to be connected on the take-off and the last ones to be released after the flight. Make sure you are strapped in correctly and wearing a helmet.
2. Check the risers for a twist and that the carabiners are properly closed. Check if the speed system is not affecting your risers – accelerating unintentionally.
3. Check the lines. The A riser lines should be on top, and all lines untangled. Check if none of the lines are lying over or below the canopy.
4. Check the canopy. The glider should be spread out in the shape of an arch and all cells open.
5. Check the wind, take-off and airspace. The wind should be favourable for take-off and the pilot's level of expertise. Airspace should be cleared, together with the take-off area.

Inflation, control, take-off

The ROOK2 has easy take-off behaviour and does not require any additional advice regarding the forward or reverse launch. Try to divide and practice the take-off procedure in three steps.

1. Inflating and raising the glider
2. Controlling the wing and wing check
3. Accelerating and take-off

It is always advisable to practice and improve proper launching techniques as this reduces unnecessary additional stress before the take-off.

Wind speeds up to 25 to 30km/h are considered strong and extra care is required for the flight. If you are launching in strong winds we recommend the reverse launch technique, with your brakes in the right hands at all times. Launch the glider with a gentle pull and then walk towards it if necessary to reduce the relative wind force. When the glider is above you, gently control the wing and take off.

Line knots or tangles

If you fail to observe a line knot or you find yourself flying with a knot before being able to prevent the unintentional, uncontrolled take-off, try to stay away from the ground or other pilots by flying away from the mountain, before taking any corrective action on the wing. This means that you weight shift and/or counter brake the opposite side of the wing and control the flying direction with the least amount of force needed for the wing to fly straight away from the mountain.

Be careful not to apply too much brake or to fly too slowly to avoid a stall or spin. When you are at a safe distance away from the mountain and you have gained relative height by flying away, you may want to gently and briefly pull the lines that are tangled with the knot. If the knot is on the brake lines you might want to gently and briefly “pump” the appropriate brake line.

Please note that by pulling the lines, the knot may get stuck in a worse position and the situation may escalate also to a stall or spin. Therefore, if you estimate that you can control the wing relatively safely and that the knot is not released by gently and briefly pulling the tangled lines, immediately fly to the landing zone and land safely.

Normal flight, best glide

Without any brakes applied and without using the accelerator, the wing flies at the so called “trim speed“. In calm air this is theoretically the best glide speed. The best speed glide depends on the glider’s polar and air mass, vertical and horizontal speed. We recommend reading more about the theory of the best glide and McCready theory.

Minimum sink

If you apply brakes on both sides for about 15 to 20cm you will slow the glider to the theoretical minimum sink speed. But we do not recommend using this speed even for thermalling, as you achieve much better climbing and control by letting the glider fly with its “trim speed” and natural energy. With a proper take-off weight you will find that the glider has great climb, reactions and agility.

Accelerated flight

After you get comfortable flying the ROOK2, you can start practicing using the speed system, which will provide better performance while gliding against the wind and through a sinking air mass. The ROOK2 was designed to be stable through its entire speed range, but this requires the use of active flying techniques. Note that any glider becomes less stable while flying accelerated and that the risk of a collapse is higher in accelerated flight. Additionally, the reaction of the glider to a collapse in accelerated flight is more radical in comparison to the one which occurs at trim speed.

We recommend that you avoid accelerated flight near the ground and to be very careful using the accelerator in turbulent conditions. Use a soft speed bar, which enables you to accelerate the glider by using only one leg. To control the direction use weight shift. To control the pitch change the amount of the speed bar. Do not use or pull the brakes while using the speed bar. Use the speed bar progressively when accelerating and instantly release when you feel a slight loss of tension, pressure or even a collapse. If you encounter a collapse while using the accelerator, release the speed bar immediately before taking any other corrective action. Always keep more distance from the ground when using the speed bar.

Active flying

This is a basic flying technique for any intermediate and advanced pilot. It implies permanent control and the correction of pitch and roll movements together with the prevention of any deflations or collapses. In a nutshell this means flying straight through active or turbulent air, so that the pilot keeps the glider above his or her head at all times, compensating and correcting any unwanted movements of the wing.

Few examples:

- While entering a strong thermal, the wing will stay a little bit behind relative to the pilot. The pilot should let the brake up allowing the wing to fly faster and to catch up.
- If the wing surges in front of the pilot, the pilot should counter brake until the surge is controlled and then release the glider to let it fly normally.
- If the pilot feels a loss of tension on the wing or a loss of pressure on the brakes on one side of the wing, he should smoothly apply the brake on the side with loss of pressure and/or weight shift to the opposite side until the pressure returns. After that, again release the brake and/or weight shift to the neutral position and let the glider fly normally.

The key in all cases is to avoid an over-correction and not to maintain any correction longer than necessary. After each action let the glider fly normally again. To re-establish its required flying speed. You can train or get a feeling for most of these movements safely on the ground while ground handling your glider. Good coordination of your movements and coordination with the wing on the ground will enable you a quick progression when actively flying in the air. The next step is to attend SIV courses where you should also get a better understanding of the full brake range and the glider’s speeds.

Flying in turbulence

Wing deflations can occur in a strong turbulence. The ROOK2 is designed and tested to recover without pilot's input in almost all situations by simply releasing the brakes and letting the glider fly. To train and understand all the manoeuvres described, attend SIV courses.

Cascade of events
Many reserve deployments are the result of a cascade of over-corrections by the pilot. Over-corrections are usually not problematic because of the input itself or its intensity; but due to the length of time the pilot continues to over-handle. After every input you have to allow the wing to re-establish its normal flying speed. Note that over-corrections are often worse than no input at all.

Asymmetric deflations
Strong turbulence may cause the wing to collapse asymmetrically. Before this occurs the brake lines and the feeling of the harness will transmit a loss of pressure to the pilot. This feedback is used in active piloting to prevent a collapse. If the collapse does occur, the ROOK2 will easily re-inflate without the pilot's reaction, but the wing will turn towards the collapsed side.

To prevent this from happening turn and actively recover the asymmetric collapse by weight shifting and applying appropriate brake input on the side that is still flying. Be careful not to over-brake your wing's flying side. This is enough to maintain your course and give the glider enough time to recover the collapsed side by itself. To actively reopen the collapsed side after course stabilization, pull the brake line on the collapsed side firmly and release it. You can do this several times with a smooth pumping motion. After the recovery, release the brake lines for your glider to regain its trim speed. You must be aware of the fact that asymmetric collapses are much more radical when flying accelerated. This is due to the difference in weight and the inertia of the canopy and the pilot hanging below.

Symmetric deflations
Symmetric or frontal deflations normally reopen immediately by themselves without pilot's input. The glider will then regain its airspeed accompanied by a small surge forwards. To actively control this event, apply both brakes slightly when the collapse occurs and then instantly release the brakes to let the glider fly. Be prepared to compensate for the glider's slight surge forward while returning to normal flying.

Wing tangle, cravat
A cravat is very unlikely to happen with the ROOK2, but it may occur after a severe deflation or in a cascading situation, when the wing tip gets caught in the glider's lines. A pilot should be familiar with the procedure of handling this situation with any glider. Familiarize yourself with the stabilizer's main line ("stabilo" line) already on the ground. If a cravat occurs, the first thing to do is to try to keep the glider flying on a straight course. Do this by weight shifting and counter braking the untangled side. After that, grab the stabilizer's main line on the tangled side and pull it down until it becomes tight again. At this point the cravat normally releases itself.

Possible solutions of the cravat situations (consult your SIV instructor):

- Pulling the wing tip "stabilo" line
- Using a full stall, but it is essential to be very familiar with this manoeuvre. You also want to have a lot of relative height.
- If you are in a situation where you have a cravat and you are low in rotation or even with twisted risers, then the only solution is the reserve parachute.

Negative spin
In normal flight you are far from negative spin. But, certain circumstances may lead to it. Should this occur, just release the brake lines progressively and let the wing regain its flying speed. Be prepared for the glider to surge forward, compensating the surge with brake input if necessary.

Full stall
A full stall does not occur unintentionally on its own – it happens if you pull both brakes for 100% and hold them. The wing then performs a so called full stall. Releasing the brakes improperly may lead to massive surge of the glider with danger of falling into the canopy. This is a complex manoeuvre and as such outside the scope of this manual. You should practice and learn this manoeuvre only on a SIV course under professional supervision.

Deep stall
Generally when in deep stall, the wing has no forward motion and at the same time high sink speed. When in deep stall the wing is almost fully inflated. With the ROOK2 it is very unlikely to get into this situation unintentionally. This could possibly happen if you are flying at a very low speed in turbulent conditions. Also the porosity of the material and line stretch on a very old glider can increase the possibility of the deep stall tendency. If you trained this manoeuvre on a SIV course you would realize that it is very hard to keep the ROOK2 in deep stall. If you apply the brakes a little bit too much you enter the full stall. If you release the brakes just a little bit too much the wing returns to normal flight. If you want to practice the deep stall on SIV courses, you need to master the full stall first.

Fast decent techniques

Fast descent techniques should be well familiar to any pilot as they are important resources to be used in certain situations. These manoeuvres should be learned at your flying school as a part of paragliding pilot training. Nevertheless, we recommend practicing these manoeuvres on SIV courses under professional supervision.

Big ears
This is a safe method to moderately loose altitude while still maintaining forward speed. To do big ears, release any brake line loops around your wrist, set your leg on the speed bar, but do not push it. Now pull the outer A lines (the A2 risers in the drawing) on both sides. As long as you keep the A2 risers pulled, the wing tips stay folded and the sink speed increases. To regain normal flight, release the A2 risers, and if necessary apply the brakes with short impulse movements. Release big ears at least 100 meters above the ground. While using big ears, the wing speed decreases, which is why we also recommend using the accelerator half way in combination with big ears to maintain enough horizontal speed and to also additionally increase vertical speed. Be careful not to pull the brakes while making the ears! Steering is done by weight shift only. Always do the big ears first and then accelerate; not the other way around as you will risk getting a frontal collapse.

B line stall
While in the B-stall the glider has no horizontal speed and the sink rate increases to about -8m/s. To enter the B-stall reach for the B risers just below the maillons and pull both B line risers symmetrically for about 20 cm. To exit the manoeuvre, simultaneously release both risers quickly. On exit the ROOK2 2gently dives without deep stall tendencies.

Spiral dive
The spiral dive is the most demanding of all three manoeuvres (Big ears, B-stall, Spiral) and should only be trained gradually and always at high altitude. The spiral dive should be practiced and learned on a SIV course under professional supervision.

To enter the spiral, weight shift to the desired side and gradually apply the brake on the same side. Then let the wing accelerate for two turns and you will enter the spiral dive. While in the spiral, you can control your descent rate and bank angle by applying more or less inner brake. Depending on how steep the spiral is you may need to use also outer brake.

To exit the spiral dive we recommend that the pilot is in the neutral weight shift position. If you release the inner brake, the wing exits the spiral dive by itself. The ROOK2 has no tendency of a stable spiral but you should be aware of the procedure for exiting a stable spiral.

To exit a stable spiral dive, weight shift to the opposite side of the turn and apply the outer brake until feeling the deceleration of the wing rotation. Then release the outer brake and let the glider decelerate for the next couple of turns. To avoid a big pendulum movement after exiting the spiral, apply a short brake input on the inner side before the glider exits the spiral.

Warnings (Spiral dive):
- There is a possibility of losing consciousness while in the spiral dive. Never make a spiral with more than 16-18m/s sinking speed.
- In fast spirals it may be necessary to apply the outer brake to begin exiting the spiral dive.
- If practicing the spiral dive low, a pilot may not have enough altitude or time to safely exit this manoeuvre.

Winch launch

The ROOK2 is easy to launch using a winch and has no special characteristics considering this kind of launching. To practice this launching technique special training is needed and you have to be aware of 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.

Aerobatics

The ROOK2 was not designed for aerobatics, therefore, these may not be performed on this glider. In addition to this, any extreme manoeuvres place unnecessary stress on the glider and shorten its lifespan.

Primary controls failure

If for any reason you cannot use the brake lines, you have to pilot the wing to the landing place by using weight shift. Weight shift should be enough to safely land the glider. You can also use the C risers to control and steer the wing. Be careful not to over-handle the glider by using the C riser technique when steering. By pulling the C risers too strong you can cause a stall or a negative spin. Land your glider at trim speed without using the C risers, to avoid over-handling the glider low above ground. We recommend using weight shift.

Landing

Similarly to the take-off, the ROOK2's landing characteristics are easy. In turbulent conditions it is advisable to apply about 15% of the brakes, to increase stability and the feeling of the glider. Before landing, adopt the standing position as this is the most effective and the safest way to compensate the touch down with your legs. Again we recommend training the landing manoeuvre, as it might be useful to be able to land in small places, especially in an unknown cross country terrain. Learn to evaluate the wind direction by observing the signs on the ground and also your drift while making turns. This proves to be useful for cross country, when landing outside of your usual landing field. Another advice we suggest taking into account in stronger winds is to go higher for the landing fields and thus assuring you reach them. Likewise, always look for possible alternatives downwind.

Maintenance

General advice

Careful maintenance of your glider and the following simple guidelines will ensure a much longer airworthiness and performance of your wing:

- Pack your glider after you land and do not unnecessarily expose it to UV radiation by leaving it on the landing site unpacked. The sun UV radiation degrades the cloth and lines material.
- Fold your glider like recommended under the section of packing instructions.
- If the glider is damp or wet when you pack it, partially unfold it at home to allow it to dry. Do not dry it in direct sunlight.
- Avoid exposing the glider to violent shocks, such as the leading edge hitting the ground.
- Avoid dragging the glider on the ground or through rocky terrain as you might damage the lines or canopy.
- Avoid stepping on the lines or canopy, especially when they are lying on a hard surface.
- Avoid exposing the glider to salt water, as it damages the lines and the canopy material (wash with fresh water).
- Avoid bending your lines, especially in a small radius.
- Avoid opening your glider in strong winds without first untangling the lines.
- In general, avoid exposing your glider to very hot or humid environments, UV radiation or chemicals.

Packing instructions

It is important to correctly pack your glider as this prolongs its lifespan. We recommend that you fold the glider like a harmonica, neatly aligning the profiles with the leading edge reinforcements side by side. The wing should then be folded in three parts or two folds. The wing should be packed as loosely as possible. While packing be careful not to trap any grasshoppers inside your canopy as they will tear the canopy cloth. This technique will make your glider last longer and ensure its best performance.

Storage

Correctly packed, store your glider in a dry place at room temperature. The glider should not be stored damp, wet, sandy, salty or with objects inside the cells of the glider. Keep your equipment away from any chemicals.

Cleaning

If necessary always clean your glider with fresh water and a cloth only, without using any cleaning chemicals. This includes also the lines and canopy. More importantly, always remove any stones or sand from the canopy as they will gradually damage the material and reduce the glider's lifespan.

Repair

To repair small damages (less than 5cm) on the canopy cloth, you can use the rip stop tape. Greater damages, including stitches and lines must be repaired by a specialized repair shop. Damaged lines should be replaced by a Triple Seven dealer. When replacing a line it should always be compared with the counterpart for adjusting the appropriate length. After the line was repaired, the wing should be inflated before flying, to ensure that everything was done correctly. Major repairs, such as replacing panels, should only be carried out by a Triple Seven distributor or Triple Seven. If you are unsure about the damage or in any doubt please contact Triple Seven.

Checks and control

To ensure the wing's airworthiness the ROOK2 has to be periodically serviced and checked to guarantee that the glider continues to fulfil the EN certification results and to extend your glider's lifespan. We recommend a line check and trim inspection every 100 hours or 12 months depending what happens first. After that, the glider needs to be fully checked after 150 hours or 24 months of usage, whichever comes earlier. This inspection includes checking the suspension lines, line geometry, riser geometry and the permeability of the canopy material. A certified inspector can then define the check interval depending on the glider's condition. Please note that the condition of the glider can vary considerably depending on the type of usage and environment. Salty coastal air or dunes will considerably affect your wing's material. For more information please visit our website.

Rertrim of the glider

After 50 flight hours on the glider, we suggest to release the loops on the C risers.

Packing ROOK2

1. FOLD THE GLIDER LIKE HARMONICA



2. ALIGN THE CELLS



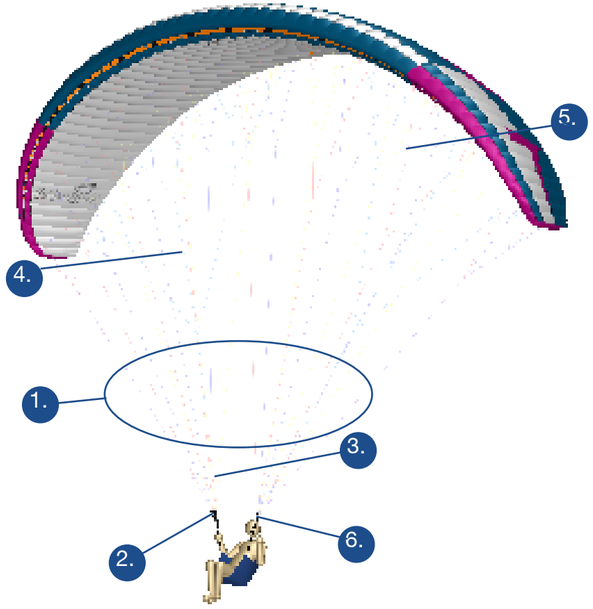




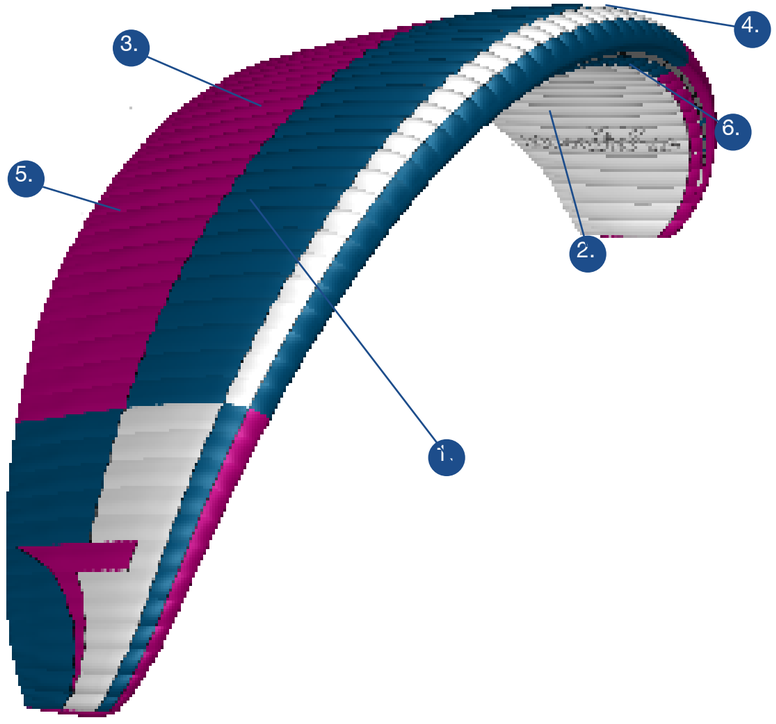




Technical data



1. Suspension lines
2. Risers
3. Main lines
4. Middle cascades
5. Upper cascades
6. Brake lines



1. Canopy
2. Bottom surface
3. Top surface
4. Leading edge
5. Trailing edge
6. Intake cell openings

Technical data

SIZE			ROOK2 S	ROOK2 MS	ROOK2 ML	ROOK2 L
CELLS	NUMBER		57	57	57	57
FLAT	AREA	m^2	23.7	26	28.3	30.6
	SPAN	m	11.6	12.0	12.6	13.1
	ASPECT RATIO		5.6	5.6	5.6	5.6
PROJECTED	AREA	m^2	20	21.9	23.8	25.8
	SPAN		9.1	9.4	9.9	10.3
	ASPECT RATIO		4.1	4.1	4.1	4.1

RISERS		A	B	C	
ROOK2 S	LENGTHS (mm)	530	530	530	STANDARD
ROOK2 S	LENGTHS (mm)	380	422	530	ACCELER-ATED
			S-Distance between pulleys: 150		
ROOK2 MS	LENGTHS (mm)	575	575	575	STANDARD
ROOK2 MS	LENGTHS (mm)	380	455	575	ACCELER-ATED
			MS-Distance between pulleys: 180		
ROOK2 ML	LENGTHS (mm)	580	580	580	STANDARD
ROOK2 ML	LENGTHS (mm)	390	443	580	ACCELER-ATED
			ML-Distance between pulleys: 190		
ROOK2 L	LENGHTS (mm)	580	580	580	STANDARD
ROOK2 L	LENGHTS (mm)	380	435	580	ACCELER-ATED
			L-Distance between pulleys: 200		

TRIMS			ROOK2 S	ROOK2 MS	ROOK2 ML	ROOK2 L
			NO	NO	NO	NO
IN FLIGHT WEIGHT	MINIMUM	kg	65	80	95	110
	MAXIMUM	kg	85	100	115	130
GLIDER WEIGHT		kg	5.2	5.6	6.1	6.6
CERTIFICATION		EN/LTF	B	B	B	

Materials description

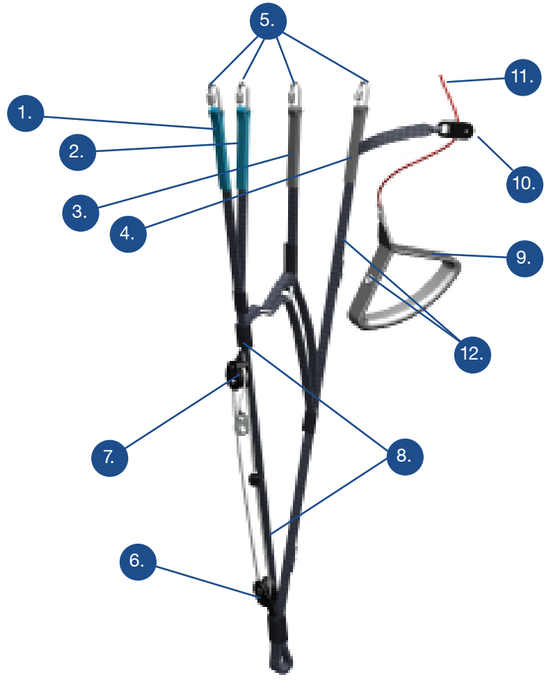
CANOPY	FABRIC CODE
Upper surface	Dominico N30 DMF
Bottom surface	Dominico N20 DMF
Profiles	Dominico N30 DMF
Nose reinforcement	Plastic wire 2.4mm 2.7mm 2.5mm

SUSPENSION LINES	FABRIC CODE
Upper cascades	Edelrid A-8000-U-070-000
Upper cascades	Edelrid A-8000-U-090-000
Upper cascades	Edelrid A-8000-U-050-000
Upper cascades ML, L	Edelrid 8000U-200
Middle 1 cascaded ML, L	Edelrid 8000U-200
Middle1 cascades	Edelrid A-8000-U-090-000
Middle1 cascades	Edelrid A-8000-U-070-000
Middle1 cascades	Elderid A-8000-U-050-000
Middle1 cascades	Liros PPSL 191
Middle 2 cascades	Elderid A-8000-U-090-000

Main ML, L	Liros PPSL 200
Main	Liros PPSL 191
Main stabilo	A-8000-U-070-000
Brake upper	Liros DC-40
Brake middle 1	Elderid A-8000-U-050-000
Brake middle 2	Edelrid A-8000-U-070-000
Brake main	Liros PPSL 160 connected A8000-U-120

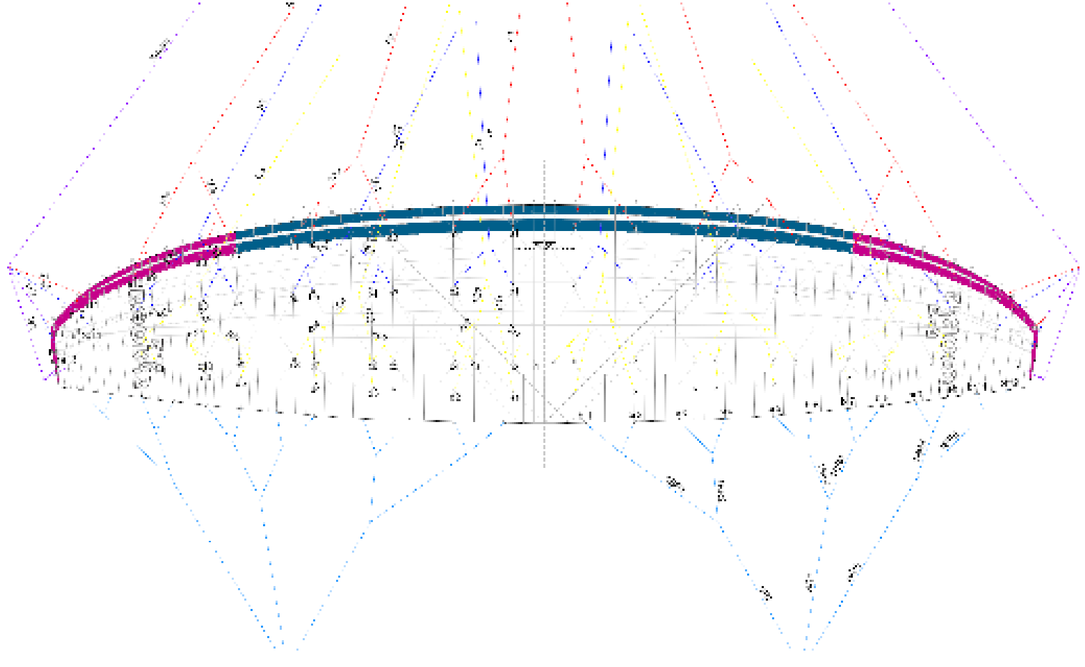
RISERS	FABRIC CODE
Material	Liros 13 mm black nylon webbing
Pulleys	4x Harken PA18

ROOK2 risers arrangement



1. A1 riser
2. A2 riser, (Ears)
3. B riser, (B-Stall)
4. C riser
5. Maillons
6. Main attachment point
7. Speed bar attachment point
8. Speed bar pulleys (200mm)
9. Brake handle
10. Brake line pulley
11. Main brake line
12. Clip for brake handle
13. ROOK2 has no trimmers or any other adjustable or removable device

Line plan ROOK2



Line lengths ROOK2 L

Lines Length (mm)

First gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
a1	2084	b1	1620	c1	447	d1	843	br1	1020
a2	2059	b2	1593	c2	357	d2	855	br2	684
a3	480	b3	477	c3	352	d3	728	br3	849
a4	430	b4	426	c4	371	d4	680	br4	805
a5	426	b5	435	c5	428	d5	443	br5	745
a6	445	b6	452	c6	361	d6	274	br6	627
a7	859	b7	867	c7	365			br7	596
a8	779	b8	786	c8	393			br8	656
a9	440	b9	454	c9	384			br9	612
a10	435	b10	455	c10	243			br10	524
a11	341	b11	317	c11	398			br11	559
a12	267	b12	252	c12	403			br12	592
a13	648	b13	659	c13	288				
				c14	248				

Second gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines C	mm	BR lines	mm
1A1	1763	b1	5392	2c1	369	1C1	824	1BR1	1332
1A2	1749	1B1	1748	2c2	379	1C2	771	1BR2	931
1A3	1439	1B2	1717	2c3	277	1C3	1301	1BR3	958
1A4	1678	1B3	1378	2c4	236	1C4	1300	1BR4	911
1s1	1244	1B4	1626	2c5	491	1C5	1248	1BR5	767
1s2	692	s2	1217	2c6	527			1BR6	684
				1c6	1526				
				1s3	1207				

Main Lines

Lines A	mm	Lines B	mm	Lines C	mm	BR lines	mm
A1	4989	B2	4771	C1	5624	BRI	2677
A2	4829	B2	4618	C2	5144	BRII	2538
A3	4644			C3	4844	BRIII	2601
Smain	4909					Brmain1	1674
						br main	1493

LINE CHECK

a1	7056	c1	7242
a2	7032	c2	7152
a3	7053	c3	7103
a4	7002	c4	7123
a5	6984	c5	7127
a6	7004	c6	7060
a7	6923	c7	7023
a8	6843	c8	7051
a9	6743	c9	6945
a10	6738	c10	6840
a11	6486	c11	6749
a12	6411	c12	6755
a13	6241	c13	6395
b1	7006	c14	6355
b2	6979	d1	7273
b3	6987	d2	7231
b4	6936	d3	7153
b5	6914	d4	7105
b6	6931	d5	7004
b7	6854	d6	6874
b8	6773	br1	8256
b9	6688	br2	7920
b10	6689	br3	7684
b11	6434	br4	7640
b12	6369	br5	7468
b13	6252	br6	7350
		br7	7272
		br8	7332
		br9	7207
		br10	7122
		br11	7071
		br12	7104

Line lengths ROOK2 ML

Lines Length (mm)

First gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
a1	1799	b1	1559	c1	430	d1	815	br1	958
a2	1775	b2	1532	c2	343	d2	825	br2	637
a3	462	b3	459	c3	339	d3	703	br3	819
a4	413	b4	410	c4	357	d4	657	br4	734
a5	410	b5	419	c5	412	d5	428	br5	764
a6	428	b6	435	c6	347	d6	268	br6	605
a7	802	b7	809	c7	352			br7	573
a8	725	b8	731	c8	378			br8	570
a9	399	b9	412	c9	369			br9	588
a10	395	b10	414	c10	234			br10	519
a11	328	b11	305	c11	359			br11	538
a12	257	b12	242	c12	365			br12	567
a13	626	b13	635	c13	277				
				c14	239				

Second gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines C	mm	BR lines	mm
1A1	1697	b1	5167	2c1	356	1C1	794	1BR1	1294
1A2	1682	1B1	1683	2c2	365	1C2	741	1BR2	896
1A3	1385	1B2	1651	2c3	266	1C3	1252	1BR3	924
1A4	1615	1B3	1326	2c4	227	1C4	1251	1BR4	878
1s1	1199	1B4	1564	2c5	448	1C5	1201	1BR5	722
1s2	666	s2	1171	2c6	482			1BR6	659
				1c6	1469				
				1s3	1159				

Main Lines

Lines A	mm	Lines B	mm	Lines C	mm	BR lines	mm
A1	4982	B2	4565	C1	5387	BRI	2605
A2	4614	B2	4443	C2	4922	BRII	2435
A3	4462			C3	4658	BRIII	2490
Smain	4697					Brmain1	1543
						br main	1494

LINE CHECK

a1	6775	c1	6938
a2	6751	c2	6851
a3	6765	c3	6799
a4	6716	c4	6819
a5	6698	c5	6821
a6	6716	c6	6757
a7	6639	c7	6722
a8	6562	c8	6747
a9	6466	c9	6647
a10	6462	c10	6546
a11	6216	c11	6460
a12	6144	c12	6466
a13	5981	c13	6137
b1	6720	c14	6088
b2	6692	d1	6979
b3	6698	d2	6937
b4	6649	d3	6861
b5	6627	d4	6814
b6	6642	d5	6717
b7	6570	d6	6591
b8	6492	br1	7954
b9	6410	br2	7631
b10	6412	br3	7391
b11	6165	br4	7312
b12	6102	br5	7196
b13	5989	br6	7035
		br7	6960
		br8	6957
		br9	6858
		br10	6788
		br11	6749
		br12	6775

Line lengths ROOK2 MS

Lines Length (mm)

First gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
a1	1505	b1	1496	c1	413	d1	786	br1	936
a2	1480	b2	1468	c2	329	d2	795	br2	626
a3	443	b3	440	c3	325	d3	678	br3	781
a4	396	b4	393	c4	342	d4	634	br4	746
a5	394	b5	402	c5	395	d5	415	br5	688
a6	411	b6	417	c6	333	d6	261	br6	578
a7	743	b7	749	c7	338			br7	551
a8	669	b8	674	c8	363			br8	605
a9	356	b9	368	c9	354			br9	566
a10	353	b10	371	c10	224			br10	486
a11	315	b11	293	c11	318			br11	516
a12	246	b12	233	c12	325			br12	546
a13	594	b13	610	c13	266				
				c14	229				

Second gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines C	mm	BR lines	mm
1A1	1629	b1	4937	2c1	342	1C1	761	1BR1	1232
1A2	1613	1B1	1615	2c2	350	1C2	710	1BR2	857
1A3	1328	1B2	1582	2c3	256	1C3	1202	1BR3	884
1A4	1548	1B3	1272	2c4	217	1C4	1200	1BR4	839
1s1	1140	1B4	1500	2c5	403	1C5	1152	1BR5	709
1s2	639	s2	1123	2c6	435			1BR6	631
				1c6	1413				
				1s3	1119				

Main Lines

Lines A	mm	Lines B	mm	Lines C	mm	BR lines	mm
A1	4984	B2	4357	C1	5153	BRI	2479
A2	4398	B2	4266	C2	4702	BRII	2239
A3	4278			C3	4477	BRIII	2399
Smain	4480					Brmain1	1405
						br main	1488

LINE CHECK

a1	6490	c1	6650
a2	6465	c2	6571
a3	6470	c3	6523
a4	6423	c4	6540
a5	6405	c5	6541
a6	6422	c6	6478
a7	6349	c7	6443
a8	6275	c8	6468
a9	6184	c9	6372
a10	6181	c10	6275
a11	5932	c11	6191
a12	5863	c12	6199
a13	5709	c13	5861
b1	6443	c14	5824
b2	6414	d1	6683
b3	6418	d2	6642
b4	6371	d3	6566
b5	6348	d4	6518
b6	6363	d5	6431
b7	6294	d6	6310
b8	6219	br1	7525
b9	6141	br2	7270
b10	6152	br3	7050
b11	5894	br4	7001
b12	5832	br5	6844
b13	5832	br6	6716
		br7	6662
		br8	6716
		br9	6607
		br10	6539
		br11	6475
		br12	6509

Line lengths ROOK2 S

Lines Length (mm)

First gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
a1	1239	b1	1429	c1	394	d1	746	br1	894
a2	1216	b2	1401	c2	314	d2	755	br2	596
a3	424	b3	420	c3	311	d3	643	br3	764
a4	378	b4	375	c4	327	d4	602	br4	709
a5	376	b5	385	c5	377	d5	392	br5	652
a6	392	b6	398	c6	317	d6	246	br6	552
a7	726	b7	733	c7	323			br7	492
a8	654	b8	660	c8	346			br8	538
a9	354	b9	366	c9	338			br9	540
a10	350	b10	368	c10	214			br10	474
a11	301	b11	280	c11	318			br11	507
a12	235	b12	222	c12	324			br12	521
a13	569	b13	579	c13	254				
				c14	218				

Second gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines C	mm	BR lines	mm
1A1	1555	b1	4728	2c1	327	1C1	727	1BR1	1176
1A2	1539	1B1	1543	2c2	334	1C2	678	1BR2	818
1A3	1268	1B2	1510	2c3	244	1C3	1148	1BR3	846
1A4	1479	1B3	1215	2c4	207	1C4	1145	1BR4	800
1s1	1093	1B4	1432	2c5	402	1C5	1100	1BR5	678
1s2	611	s2	1072	2c6	432			1BR6	602
				1c6	1351				
				1s3	1061				

Main Lines

Lines A	mm	Lines B	mm	Lines C	mm	BR lines	mm
A1	4973	B2	4172	C1	4946	BRI	2367
A2	4210	B2	4065	C2	4514	BRII	2234
A3	4085			C3	4265	BRIII	2243
Smain	4288					Brmain1	1291
						br main	1483

LINE CHECK

a1	6197	c1	6363
a2	6173	c2	6282
a3	6171	c3	6237
a4	6126	c4	6253
a5	6107	c5	6253
a6	6123	c6	6193
a7	6060	c7	6158
a8	5989	c8	6182
a9	5899	c9	6075
a10	5895	c10	5981
a11	5669	c11	5912
a12	5603	c12	5918
a13	5455	c13	5580
b1	6142	c14	5544
b2	6114	d1	6391
b3	6117	d2	6350
b4	6072	d3	6277
b5	6049	d4	6233
b6	6063	d5	6129
b7	5995	d6	6024
b8	5922	br1	7256
b9	5846	br2	6958
b10	5848	br3	6768
b11	5622	br4	6713
b12	5564	br5	6551
b13	5461	br6	6451
		br7	6345
		br8	6391
		br9	6280
		br10	6214
		br11	6171
		br12	6200

Certification specimens

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Class: **B**

In accordance with EN standards 926-2:2013 & 926-1:2006: **PG_0916.2015**
Date of issue (DMY): **16. 06. 2015**
Manufacturer: **777 jadralna padala d.o.o.**
Model: **Rook 2 MS**
Serial number: **R02-MS-A-0011-27015**

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	100	Range of speed system (cm)	18
Minimum weight in flight (kg)	80	Speed range using brakes (km/h)	25
Glider's weight (kg)	5.6	Range of trimmers (cm)	6
Number of risers	3	Total speed range with accessories (km/h)	15
Projected area (m2)	21.9		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	ABS	every 12 months or every 100 flying hours
Harness brand	Supair	Warning! Before use refer to user's manual
Harness model	[illegible] L	Person or company having presented the glider for testing: Valic brothers
Harness to risers distance (cm)	44	
Distance between risers (cm)	44	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	A	A	A	A	A	A	A	B	A	A	B	B	A	A	A	A	A	A	A	A	0	

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Class: **B**

In accordance with EN standards 926-2:2013 & 926-1:2006: **PG_0955.2015**
Date of issue (DMY): **23. 07. 2015**
Manufacturer: **777 jadralna padala d.o.o.**
Model: **Rook 2 S**
Serial number: **R2-S-G-0200-130315**

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	85	Range of speed system (cm)	14.6
Minimum weight in flight (kg)	65	Speed range using brakes (km/h)	14
Glider's weight (kg)	5.3	Range of trimmers (cm)	6
Number of risers	3	Total speed range with accessories (km/h)	27
Projected area (m2)	20		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	ABS	every 12 months or every 100 flying hours
Harness brand	Niviuk	Warning! Before use refer to user's manual
Harness model	Hamak M	Person or company having presented the glider for testing: None
Harness to risers distance (cm)	42	
Distance between risers (cm)	44	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	A	A	A	A	A	A	A	B	A	A	B	B	A	A	A	A	B	B	A	A	0	

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Class: **B**

In accordance with EN standards 926-2:2013 & 926-1:2006: **PG_0975.2015**
Date of issue (DMY): **23. 02. 2016**
Manufacturer: **777 jadralna padala d.o.o.**
Model: **Rook 2 ML**
Serial number: **RO2-ML-G-0170-130315**

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	115	Range of speed system (cm)	18.5
Minimum weight in flight (kg)	95	Speed range using brakes (km/h)	15
Glider's weight (kg)	6	Range of trimmers (cm)	6
Number of risers	3	Total speed range with accessories (km/h)	30
Projected area (m2)	23.8		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	ABS	every 12 months or every 100 flying hours
Harness brand	Gin Gliders	Warning! Before use refer to user's manual
Harness model	Gingo 2 L	Person or company having presented the glider for testing: None
Harness to risers distance (cm)	43	
Distance between risers (cm)	46	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	A	A	A	0	

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Class: **B**

In accordance with EN standards 926-2:2013 & 926-1:2006: **PG_0954.2015**
Date of issue (DMY): **23. 02. 2016**
Manufacturer: **777 jadralna padala d.o.o.**
Model: **Rook 2 L**
Serial number: **R2-L-G-0185130315**

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	130	Range of speed system (cm)	19.5
Minimum weight in flight (kg)	110	Speed range using brakes (km/h)	15
Glider's weight (kg)	6.4	Range of trimmers (cm)	6
Number of risers	3	Total speed range with accessories (km/h)	30
Projected area (m2)	25.8		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	ABS	every 12 months or every 100 flying hours
Harness brand	Gin Gliders	Warning! Before use refer to user's manual
Harness model	Gingo 2 L	Person or company having presented the glider for testing: None
Harness to risers distance (cm)	43	
Distance between risers (cm)	46	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	A	A	A	A	A	A	A	B	A	A	B	B	A	A	A	A	A	B	A	A	0	

Safety and responsibility

Paragliding is a dangerous and high risk activity, where safety depends on the person practicing it. By purchasing this equipment you are responsible to be a certified paragliding pilot, and you accept all risks involved in paragliding activities, including serious injury and death. Improper use or misuse of paragliding equipment considerably increases these risks.

The designer, manufacturer, distributor, wholesaler and retailer cannot and will not guarantee your safety when using this equipment or accept responsibility for any damage, injury or death as a result of the use of this equipment. This equipment should only be used by qualified and competent pilots or by pilots under supervision of qualified paragliding instructors. You must not use this equipment if you are not trained.

You alone as a qualified and competent pilot must take full responsibility to ensure that you understand the correct and safe use and maintenance of this paragliding equipment and to use it only for the purpose that it was designed for and to practice all proper safety procedures before and during its use.

Guarantee

Triple Seven WARRANTY:

All Triple Seven products are fully warranted for 24 months, against material defects that are not the result of normal wear or accidental damage.

Registration information

To fully use all Triple Seven maintenance and warranty services you need to register your glider on our website. Wanting to provide good product support, we invite you to do so, even if you bought your glider second-hand.

Triple Seven Warranty & Product registration:

http://www.777gliders.com/tripleseven/support

Get involved

As a new Triple Seven pilot we invite you to contact us in case of any technical or practical issues regarding equipment or techniques. We also invite you to send us your flying photos, videos or even postcards. We would like to hear from you and your exciting adventures with your new ROOK2! Finally, join our Facebook community and share the passion. Have fun!

Contact

Triple Seven Gliders

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Online resources

For complete help, the latest news, product information and support go to:

Official website:
www.777gliders.com

Facebook:
www.facebook.com/TripleSevenParagliders

Newsletter register:
www.777gliders.com/newsletter/subscriptions

Ask questions, make suggestions

General questions:

info@777gliders.com

Top 5 XC tips

1. Master your equipment and techniques. Climbing is the most important! Practice it, especially in weak conditions and don't be afraid to bomb out. Attend safety and XC courses and learn to fly your glider safely along its full speed range.

2. When circling in a weak thermal, cruise and explore it for better lift. When you hit strong cores, tighten up!

3. Know the theory and try it out! Imagine thermals and when you find them, look down and think... Where is it coming from? What was the trigger? Look around, Look around, Look around! Use every sign of luck and don't hesitate to take it.

4. Plan your XC at home and let your imagination free. In this way, you will have a mission on the take-off and you will not be taken by surprise at cloud base, not knowing what to do next.

5. Fly together with friends and have fun! Share exciting experiences, ask questions and don't forget the first rule of aviation - always have an alternative option or plan B.

"Primoz Susa"


TRIPLE SEVEN