

Confidence comes with safety
EN/LTF-A

USER MANUAL

Version 1.1, Date: 11.05.2016



Introduction

Welcome

Welcome to the Triple Seven Team! We are excited that you have chosen to fly the Deck, as we are confident that this glider will take you safely and relaxed from school to cloud base. Deck is developed for maximum safety and ease of flight. As such, this glider is ideal for beginner pilots just starting the game of paragliding adventures. It is designed to be your first glider and also pure fun flyer that you will use for many years, during your first XC steps or any other direction you might take in paragliding. 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. 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.

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- » **Easy launch and landing characteristics**
- » **Progressive handling and easy control characteristics**
- » **Good balanced wing for maximum ease of piloting**
- » **Robustness and durability in mind**
- » **Canopy: Back position intake, reinforced leading edge, smooth trailing edge, low induced drag wingtip, line reduction**
- » **EN-A, LTF-A class**

Safe and relaxed from school to cloud base. Deck is developed for maximum safety and ease of flight. As such, this glider is ideal for beginner pilots just starting the game of paragliding adventures. It is designed to be your first glider and also pure fun flyer that you will use for many years, during your first XC steps or any other direction you might take in paragliding.



Designer's thoughts

My design goal with the Deck was to make good balanced school glider that will have nice takeoff, landing and easy flying characteristics. During design and development process we were cooperating with local school and instructors, to discuss and improve the glider. Deck has a nice clean canopy shape. Internal constructions is featuring diagonal-ribs for line reduction and mini-ribs for clean trailing edge shape. Construction of the whole wing is optimized for maximum robustness and durability during the school training.

Aljaž Valič



Certification

The Deck has passed the EN-LTF A certification for all commercially available sizes. The homologation results are enclosed at the end of this manual.



Before flight

Elements, components

The Deck is delivered together with a backpack, inner bag, glider 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 Deck has passed EN-A certification testing using a GH - ABS type harness. This certification allows the Deck 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 Deck 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 Deck speed system increases the speed of the glider by 11km/h with the accelerator at full travel, from trim speed at 38km/h to full speed at 49km/h.

Before attaching the accelerator system to the Deck 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 Deck 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 Deck, 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 Deck 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.

Wing inflation

Still being on the training slope and having prepared and checked everything, inflate your wing and play with it to get a feel of your new glider while ground handling. By doing this you are making a final check of the canopy and lines, and that everything is in order. You will find that the Deck inflates very easily and smoothly without excessive energy and with minimum pressure while moving forwards. For inflation and lifting the glider you may use only the A1 risers. Do not pull on the risers just with your hands, instead use your whole harness. Your hands should only accompany the rising movement of the wing. When the wing is above you, apply correct pressure on the brake lines and the glider will stay above you.

Modifications on the glider

Any modifications of the lines or risers' speed system cause the loss of the certification, similarly to flying the wing outside the weight range.

Preflight safety

Before flying the Deck, you should obtain all practical and theoretical training and the certification for flying this kind of wing. Pilots should be physically and mentally fit, using complete paragliding equipment and flying only in conditions suitable for their level of flying expertise.



Flying Deck

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 recommended 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. If meanwhile the canopy moves, walk around and correct it again.
4. Inspect the harness, reserve, speed system and all connections.

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 Deck has easy take-off behavior 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 Deck, 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 Deck 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 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 Deck 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 Deck 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 Deck, 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 Orange colour) 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 Deck 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 Deck 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 Deck gently

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 Deck 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 Deck 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 Deck 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 Deck'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 Deck 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.

Packing Deck

1. FOLD THE GLIDER LIKE HARMONICA



2. ALIGN THE CELLS



3. FOLD LEADING EDGE BACK TOWARD TRAILING EDGE AND ALIGN THE CELLS



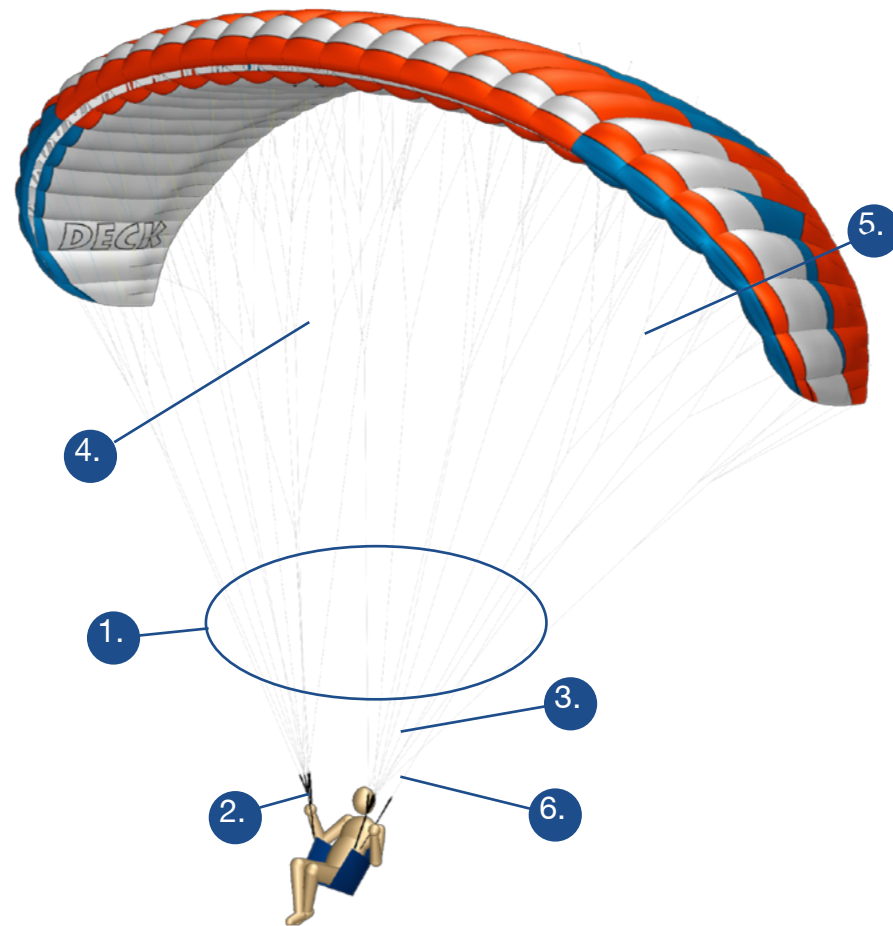
4. FOLD THE GLIDER IN THREE PARTS



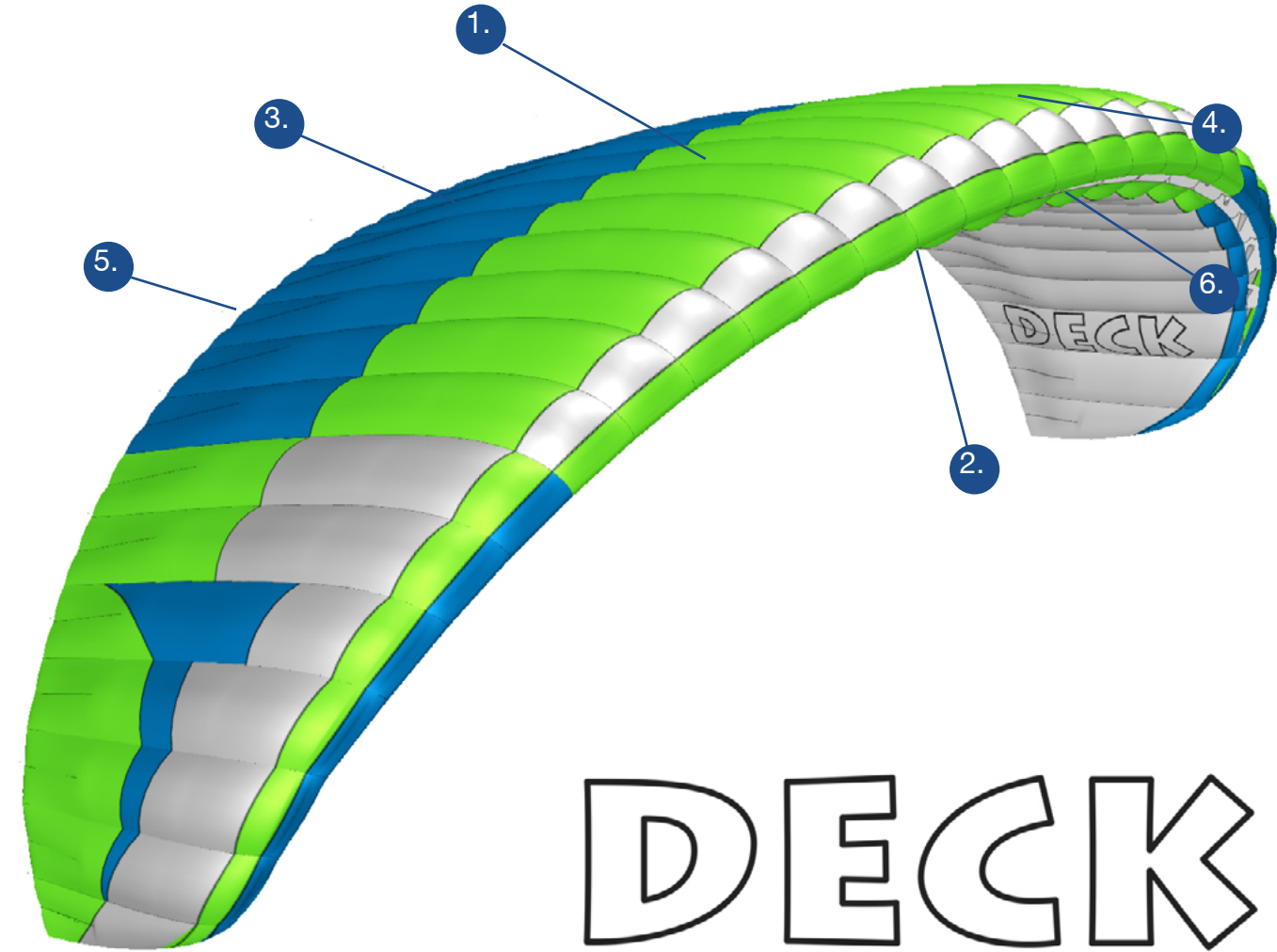
5. FINISHED



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

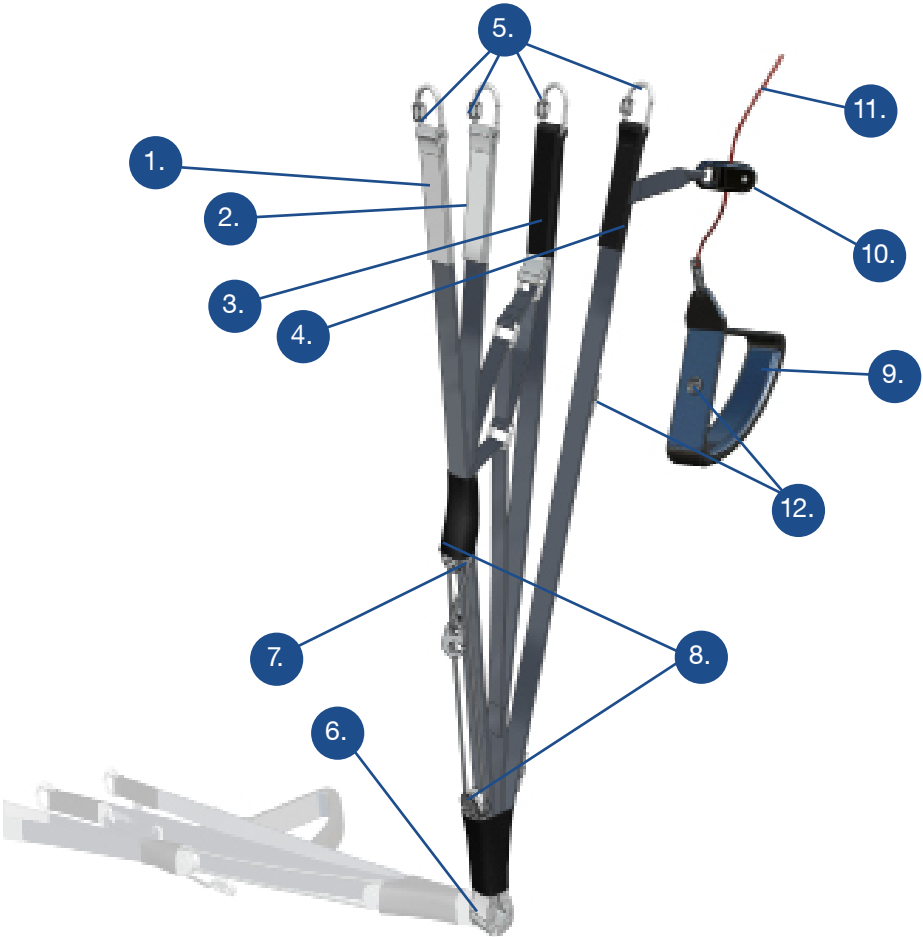
Technical data

SIZE			Deck S	Deck M	Deck L
CELLS	NUMBER		29	29	29
	ASPECT RATIO		4.4	4.4	4.4
PROJECTED	AREA	m²	20.1	23.2	30.5
	SPAN		7.85	8.39	8.85
RISERS			A	B	C
Deck S	LENGTHS (mm)	520	520	520	STANDARD
Deck S	LENGTHS (mm)	390	423	520	ACCELERATED
S-Distance between pulleys: 130					
Deck M	LENGTHS (mm)	550	550	550	STANDARD
Deck M	LENGTHS (mm)	410	455	550	ACCELERATED
M-Distance between pulleys: 140					
Deck L	LENGTHS (mm)	580	580	580	STANDARD
Deck L	LENGTHS (mm)	430	477	580	ACCELERATED
L-Distance between pulleys: 150					
SIZE			Deck S	Deck M	Deck L
TRIMS			NO	NO	NO
IN FLIGHT WEIGHT MINIMUM		kg	60	80	100
MAXIMUM		kg	85	105	125
GLIDER WEIGHT		kg			
CERTIFICATION		EN/LTF	A	A	A

Materials description

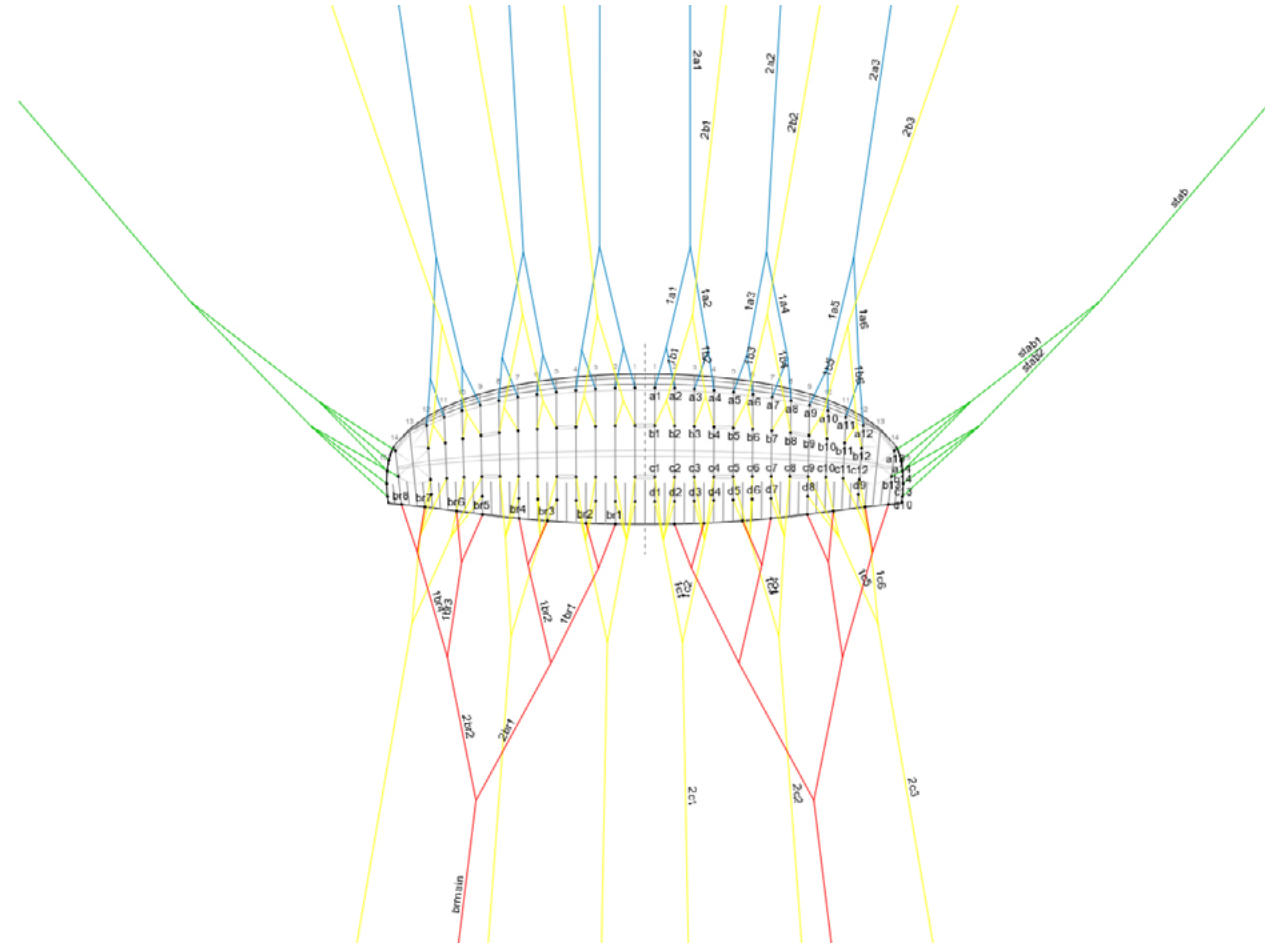
CANOPY	FABRIC CODE
Upper surface	DOKDO 30
Bottom surface	DOKDO 30
Profiles	DOKDO 30 HARD
Diagonals	DOKDO 30 HARD
Internal construction D-Ribs, H-Straps, Mini ribs	DOKDO HARD
Thread	Serafil 40/2000, 60/2000
SUSPENSION LINES	FABRIC CODE
Upper cascades	PPSL 125, DSL 70
Middle cascades	PPSLO 191 / PPSL 191,128, 70
Main	TSL 380, 280, 220, 190
Brake lines	PPSL 125, DSL 70
Main brake	PPSL 200
Thread	Serafil Amann 60/0415
RISERS	FABRIC CODE
Material	Güth & Wolf Black 80682/19mm Webbing Cousin 3455-12mm, Güth & Wolf 70 404/12,5mm Dyneema
Material	Güth & Wolf Black 70 404/12,5mm Dyneema
Color indicator	Cordura 200/200PU
Thread	Serafil Amann 20/4000, 20/1078
Brake Swivel	Fob ningbo - china 6mm
Maillons	Rapid Peguet 20mm
Pulleys	Speed: 4 x Finsterwalder Mini role metal 28mm, Brake: 2 x Riley plastic 35mm

Deck risers



- 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
- 9. Brake handle
- 10. Brake line pulley
- 11. Main brake line
- 12. Clip for brake handle
- 13. Deck has no trimmers or any other adjustable or removable device

Line plan Deck



Line lengths Deck S

[illegible]

Line lengths Deck M

Triple Seven Deck M Lines Length (mm)										LINE CHECK					
First gallery										a1	6192	c1	6223	br1	7108
Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm	a2	6126	c2	6160	br2	6861
a1	1162	b1	1056	c1	1203	d1	1394	br1	1027	a3	6117	c3	6151	br3	6626
a2	1096	b2	987	c2	1140	d2	1337	br2	780	a4	6163	c4	6194	br4	6598
a3	1087	b3	977	c3	1131	d3	1325	br3	974	a5	6159	c5	6168	br5	6442
a4	1133	b4	1025	c4	1174	d4	1357	br4	946	a6	6122	c6	6134	br6	6247
a5	1129	b5	1018	c5	1148	d5	1329	br5	919	a7	6123	c7	6128	br7	6115
a6	1092	b6	981	c6	1114	d6	1287	br6	724	a8	6160	c8	6174	br8	6038
a7	1093	b7	983	c7	1108	d7	1276	br7	811	a9	6127	c9	6106		
a8	1130	b8	1023	c8	1154	d8	1212	br8	734	a10	6046	c10	6025		
a9	1093	b9	1006	c9	1086	d9	965			a11	5982	c11	5957		
a10	1012	b10	924	c10	1005	d10	1257			a12	5933	c12	5908		
a11	948	b11	866	c11	937					a13	5474	c13	5408		
a12	899	b12	827	c12	888					a14	5397	d1	6411		
a13	1219	b13	1249	c13	1153					b1	6090	d2	6354		
a14	1142	b14	1141							b2	6021	d3	6342		
										b3	6011	d4	6374		
										b4	6059	d5	6346		
Second gallery										b5	6052	d6	6304		
Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm	b6	6015	d7	6293		
1a1	1140	1b1	1140	1c1	1140			1br1	1770	b7	6017	d8	6229		
1a2	1140	1b2	1140	1c2	1140			1br2	1341	b8	6057	d9	5982		
1a3	1140	1b3	1140	1c3	1140			1br3	1189	b9	6040	d10	5512		
1a4	1140	1b4	1140	1c4	1140			1br4	970	b10	5958				
1a5	1140	1b5	1140	1c5	1140					b11	5900				
1a6	1140	1b6	1140	1c6	1140					b12	5861				
Stab1	855	Stab2	855							b13	5504				
Main Lines										Stabilo	3400	b13	5504		
Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm	BR main	mm	b14	5396		
2a1	3900	2b1	3900	2c1	3900			2br1	2046	2br1	2265				
2a2	3900	2b2	3900	2c2	3900			2br2	2069						
2a3	3900	2b3	3900	2c3	3900										

Line lengths Deck L

Triple Seven Deck L Lines Length (mm)										LINE CHECK					
First gallery										a1	6489	c1	6530	br1	7458
Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm	a2	6420	c2	6464	br2	7199
a1	1219	b1	1108	c1	1262	d1	1463	br1	1078	a3	6411	c3	6454	br3	6953
a2	1150	b2	1036	c2	1196	d2	1403	br2	818	a4	6459	c4	6499	br4	6923
a3	1141	b3	1025	c3	1187	d3	1390	br3	1022	a5	6455	c5	6472	br5	6760
a4	1189	b4	1076	c4	1232	d4	1424	br4	993	a6	6416	c6	6436	br6	6555
a5	1185	b5	1068	c5	1205	d5	1395	br5	964	a7	6417	c7	6430	br7	6416
a6	1146	b6	1029	c6	1169	d6	1350	br6	760	a8	6456	c8	6478	br8	6336
a7	1147	b7	1031	c7	1163	d7	1339	br7	851	a9	6421	c9	6407		
a8	1186	b8	1073	c8	1211	d8	1272	br8	770	a10	6336	c10	6322		
a9	1147	b9	1056	c9	1140	d9	1013			a11	6269	c11	6251		
a10	1062	b10	970	c10	1055	d10	1319			a12	6217	c12	6199		
a11	995	b11	909	c11	983					a13	5744	c13	5671		
a12	943	b12	868	c12	932					a14	5657	d1	6727		
a13	1279	b13	1311	c13	1210					b1	6390	d2	6667		
a14	1198	b14	1197							b2	6318	d3	6655		
										b3	6307	d4	6688		
										b4	6358	d5	6659		
Second gallery										b5	6350	d6	6615		
Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm	b6	6312	d7	6603		
1a1	1196	1b1	1196	1c1	1196			1br1	1857	b7	6314	d8	6536		
1a2	1196	1b2	1196	1c2	1196			1br2	1407	b8	6356	d9	6277		
1a3	1196	1b3	1196	1c3	1196			1br3	1248	b9	6338	d10	5783		
1a4	1196	1b4	1196	1c4	1196			1br4	1018	b10	6252				
1a5	1196	1b5	1196	1c5	1196					b11	6191				
1a6	1196	1b6	1196	1c6	1196					b12	6150				
Stab1	897	Stab2	897							b13	5771				
Main Lines										Main stabilo	3568	b13	5771		
Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm	BR main	mm	b14	5658		
2a1	4086	2b1	4092	2c1	4092			2br1	2147	2br1	2392				
2a2	4086	2b2	4092	2c2	4092			2br2	2171						
2a3	4086	2b3	4092	2c3	4092										

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 Deck! Finally, join our Facebook community and share the passion. Have fun!

Contact

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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 tips

1. Master your takeoff and ground handling techniques. This is great way to get a feeling for the glider and basic active piloting safe on the ground.

2. Fly together with friends and have fun! Share exciting stories and ask questions to more experienced pilots.

3. Safety first, remember that its better to stay on the ground wishing to be in the air then to be in the air wishing to be on the ground. Mountain will wait for another day.

4. Step by step, practice your equipment and techniques. Climbing is the most important! Practice it, especially in weak conditions and don't be afraid to bomb out.

5. Attend safety and XC courses and learn to fly your glider safely.

“Gašper Prevc”

