Flow
PARAGLIDERS

PANORAMA 2

WELCOME

"Flow is a term used to describe the complete (body-mind-soul) feeling of being so totally engaged in an activity that there is a sense of complete immersion in the experience. Self-conscious thoughts give way to feeling at one with the activity and the environment, and time is no longer an ever-present consideration."

The experience of flying a paraglider is what inspires us. The pure, focused concentration, the feeling of complete immersion with the environment, and the intrinsic pleasure in the activity itself are all sure signs of the flow experience.

Thank you for flying Flow Paragliders. We recommend that you **read this manual before the first flight**. This manual is designed to help you to quickly familiarize with this beautiful glider.

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General Information

User manual for Panorama2 32, Panorama2 39 and Panorama2 41

Flow Panorama2, is our EN B certified tandem paraglider designed to be an easy and enjoyable tandem paraglider. Perfect inflation, landing, and a joy in the air.

We made the new version more fun in the air, the handling is a little sportier and more playful. We concentrated on refining the handling to the pilot as we realized when the pilot in control is having fun, the passenger will have twice as much fun.
The brake pressure is progressive, offering plenty of feedback to the pilot, making thermaling efficient and enjoyable for both the pilot and passenger.

We carefully selected the materials for the Panorama2 to offer the best durability to weight ratio. After working closely with test centers, we found that a combination of Porcher Skytex 38g on top surface and 32g on bottom surface provided greater durability to weight ratio compared to other materials in the market.

It is important to note that any modifications made to the paraglider will invalidate its certification. As the pilot, it is your responsibility to use the glider correctly and comply with legal regulations to maintain its airworthiness. The manufacturer and distributor are not liable for any loss or damage caused due to the misuse of this paraglider.

This user manual version V2.1 is dated: 05/2023.

Flow Paragliders PTY LTD – 7/249 Scottsdale Drive, Robina QLD 4226, Australia – info@flowparagliders.com.au

PILOT'S PROFILE

Panorama2 is designed to provide a fun flying experience and share the joy of paragliding with a companion. With the Panorama2 you can easily take your partner to the once 'intangible realm' of flight, making it easier than ever before.

We carefully considered the flying characteristics of all phases of flight, especially the handling, which is now more fun and sportier. More direct with greater authority. The launch is remarkably easy, even in nil wind or strong wind. Landing is stress-free with great retention of energy for a perfect flare.

The experience of launching, flying, and landing the Panorama2 is like flying a solo wing, with light and progressive brake pressure noticeable throughout the weight range giving good feedback. The RollerCam trimmers are easy to use and offer 100mm of travel, providing a greater level of control to the pilot.

We chose to use a combination of double-coated Porcher Skytex 32g and 38g. Skytex38g is used on the top surface and 32g on the bottom surface, offering the best possible combination of durability and weight ratio compared to any other rip-stop material on the market today. This non-compromising approach gives the Panorama2 great durability and awesome handling.

Panorama2 has met all the requirements of EN 926-2 and has been certified as EN B, providing a high level of passive safety.

SPECIFICATIONS	*32**	*39*	*41*
flat area	32.5m2	38.5m2	41.15m2
Projected AREA	27.85m2	33.15m2	35.3m2
Flat wingspan	13.6m	14.5m	14.9m
projected span	10.58m	11.4m	11.8m
aspect ratio	5.4	5.4	5.4
Projected AR	3.94	3.94	3.94
Max Chord	2.45	3.38	3.49
Number of cells	54	54	54
GLIDER WEIGHT (kg)	6.4	6.8	6.9
take-off weight	90-220 kg	90-190 kg	90-220 kg
Certification	EN 926-1	LTF/EN B	LTF/EN B

*Panorama2 32 is specifically designed as strong wind soaring tandem. It can flown be flown at a maximum weight of 220kgs. It is predominantly utilized by tandem operators situated in windy areas. It is also very suitable for lighter tandem pilots if flown in the weight range of 90 to 160kgs, at this weight range behaves as a regular tandem glider in thermic air conditions. However, it is purposefully built to excel in very strong wind conditions, specially if flow in the upper end of the weight range of 160-220kgs.

TAKE-OFF, FLIGHT, AND FLYING TECHNIQUES

Panorama2 can be flown as a normal paraglider, and the following points can help pilots familiarize themselves with it quickly. The paraglider is suitable for foot and tow launches, and the pilot must ensure they are using suitable harness attachments and release mechanisms and have received correct training on the equipment and system. Before take-off, pilots should check that the lines, risers, brake handles, quick links, and canopy are undamaged and in good condition. During take-off, pilots should lay the paraglider out in a horseshoe shape and hold the A risers close to the quick links before moving forward. It is important to maintain the centre of gravity in front of your feet and avoid pulling the risers too far forward or down. When landing, caution is advised due to the fast speed of the glider, and negative steering can help to reduce pendulum movements. The Panorama2 is designed to perform well in turns, with negative steering slowing the paraglider and reducing excessive rolling. In order to descend, the paraglider must fly away from the areas of lift, and techniques such as spiral drive, B-line stall, and big ears can be used to increase the sink rate. It is important to master these techniques carefully, as they can result in asymmetrical collapse or a spin if executed too quickly or abruptly.

Before Take-off

- Check that the lines are not damaged or tangled.
- Check that the risers are not damaged or twisted.
- Check that the brake handles are correctly attached and that each line runs freely through the pulley.
- Check if the quick links connection between lines to the risers are undamaged and tightened.
- Check if the speed system works freely and that the lines are long enough.
- Check the canopy for rips or tears. Also, inspect the internal structure (ribs, diagonals) and seams.

Take-off

Lay the paraglider out with the leading edge in a horseshoe shape. Hold the A risers close to the quick links and move forward until the lines get stretched. You should now be perfectly centred with your wing. With no wind or light headwind, with lines stretched, The Panorama2 inflates rapidly and rises over your head with some dynamic steps. We recommend that you do not pull risers too forward or down, which could cause a collapse of the leading edge, but simply follow them until the glider reaches its angle of flight. It is important that the centre of gravity of your body stay in front of your feet during the inflation of the glider to constantly load the risers. A controlled inflation allows you to check the canopy

and lines during the last phase as it comes up and thus avoids the need to use brakes. Depending on the wind conditions or the slope, an adequate use of brakes can help you to take-off quicker.

Landing

Because of the exceptional glide for this type of glider, high caution is recommended in the stages of approaching and landing. The Panorama2 is a fast glider, any action on the brakes may cause significant reactions. It is therefore recommended to execute the first flights in a familiar environment and under easy conditions. With negative steering, there is more time for the manoeuvres to be performed steadily, which results in reducing the pendulum movements of the paraglider. Reminder: Negative steering involves applying the brakes symmetrically by about 30% of the maximum range to slow the paraglider and a simultaneous turning by means of releasing the outside brake. Speeding up just prior to landing allows a more effective flare and therefore a gentler landing.

Turning

Panorama2 was designed to perform well in turns. Negative steering (see above) on one hand slows the paraglider in certain phases of the flight and on the other hand reduces excessive rolling during turn reversals. It is not only designed to turn (with approx. 30% brake) but also to fly slowly in order to help identify the areas of lift and to keep the paraglider flatter to minimize the sink rate in a turn (with 15% brake). Symmetrical brake-input at 20-30 % enables you to keep your wing under control – to brake further when pitching and to release when the canopy banks up.

RAPID DESCEND

Techniques

In order to descend, the paraglider must fly away from the areas of lift. In case any problems occur, the following techniques might be used to increase the sink rate.

- ***Spiral Drive***: The Panorama2 is a manoeuvrable wing which responds to any input easily. To initiate the spiral, apply one brake progressively to about 35% and hold it in its position. The speed of rotation will increase progressively as well as the pressure on the brake and the centrifugal force that is perceived. The angle or the speed of rotation can be decreased or increased by releasing or pulling the brake by several centimetres. Once mastered the spiral allows you to descend by more than 10 m/s. Movements which are extremely abrupt or badly synchronized or very quick initiation of the spiral can result in an asymmetrical collapse or a spin. CAUTION: A deep spiral is no harmless manoeuvre. The kinetic energy obtained must be reduced by slow releasing of the inside brake.

- ***B-line Stall:*** Grasp the B risers at the quick links and pull them down symmetrically. The paraglider will enter a B-line stall and drop backwards before stabilizing overhead. The descent rate increases to 6 - 8 m/s. To exit the B-line stall raise both hands together in a single, positive movement so that the risers are at full extension. On releasing the B-risers, your Panorama2 should return immediately to normal flight.

- ***Big Ears***: Big ears is a moderate descent method, reaching -3 or -4 m/s, speed reduces slightly between 3 and 5 km/h and piloting becomes limited. The angle of attack and the wing loading also increases.

  Push on the accelerator to restore the wing's horizontal speed and the angle of attack. To activate ears, take the line ***amain3*** and simultaneously, smoothly pull them outward and downward. The wingtips will fold in. Let go of the lines and the ears will re-inflate automatically. If they do not re-inflate, gently pull on one of the brake lines first and then on the opposite side. For directional control while using the Big Ears, use weight shift.

  We recommend the pilot to re-inflate asymmetrically, to avoid unnecessary change on the angle of attack, more so if you are flying near the ground or flying in turbulence.

PERFORMANCE & USE OF BRAKES

Use of Brakes

Flow Panorama2's best glide is at a trim speed (no brakes) – about 39 km/h. The minimum sink rate is achieved by applying approx. 15% of the brakes. When using more than 30% of the brakes, the aerodynamics and the performance of the glider are likely to deteriorate and the effort to manoeuvre will increase quickly. In case of extremely high brake pressure there is a great risk of a stall. Which occurs at a full brake travel (100% of the brakes) 65cm. In normal flying conditions the optimal position for the brakes, in terms of performance and safety, is within the top third level of the braking range.

Use of trimmers

Panorama2 is equipped with RollerCam trimmers. It offers an easy operation and even with trimmers open the new airfoil was designed for stable and comfortable flight through its entire speed range. It is useful to accelerate (trimmers open) when flying in strong winds or in extreme descending air. Flying with trimmers open increases the maximum speed by up to 30% of the trim speed. However, it does reduce the angle of attack and it is prudent not to fly with trimmers open near the ground due to higher chances of a collapse. We therefore do not advise to fly with the trimmers open near the ground.

ASSYMETRIC & FRONTAL COLLAPSES

Despite the tests proving Panorama2 recovers on its own after collapses, it is an EN B glider therefore active piloting is recommended in case of an asymmetric or frontal collapse. Active piloting will reduce the loss of altitude and a change of direction.

Asymmetric Collapse

Despite the great stability of the profile of the Panorama2, heavy turbulent conditions may cause part of the wing to collapse asymmetrically. This usually happens when the pilot has not foreseen this possible reaction of the wing. To prevent the collapse from happening, pull the brake line corresponding to the compromised side of the wing, this will increase the angle of incidence. If the collapse does happen, the Panorama2 will not react violently, the turn tendency is very gradual, and it is easily controlled. Lean your body towards the side that is still flying in order to counteract the turn and to maintain a straight course, if necessary, slightly slow down the same side. The collapse will normally open by itself but if that does not happen, pull completely on the brake line on the side, which has collapsed (100%). Do this with a firm movement. You may have to repeat this operation to provoke the re-opening. Take care not to over-brake on the side that is still flying (turn control) and when the collapse has been solved; remember to let the wing recover its flying speed.
Bring both brakes down symmetrically to speed up the reopening of the paraglider, and then raise your hands back up immediately.

Frontal (Symmetric) Collapse

The profile of the Panorama2 has been designed to widely tolerate extreme changes in the angle of attack. A symmetric collapse may occur in heavy turbulent conditions, on entry or exit of strong thermals or lack of adapting the use of the accelerator to the prevailing air conditions. Symmetrical collapses usually re-inflate without the glider turning, but you can symmetrically apply the brake lines with a quick deep pump to quicken the re-inflation. Release the brake lines immediately to recover optimum flight speed.

FULL STALL

Certain behaviour or weather conditions can cause a full stall. This is a serious deviation from normal flight and can be difficult to manage. If a stall occurs at less than 100 m above the ground, throw your reserve parachute. Main causes of a full stall:

- A poorly timed or an extensive use of brakes when the air speed of the wing is reduced.
- Soaked or heavily drenched leading edge (from rain or a cloud) can result in a stall due to an uneven airflow over the leading edge.

Whatever the cause, a full stall can be either symmetrical or a in a configuration of a spin.

Your first reaction should be to fully raise both hands. This normally allows the glider to return to normal flight but If in a rare event of nothing happens in after a few seconds, open the trimmers to encourage the wing to regain normal flight. Ensure the glider has returned to normal flight (check your airspeed) before using the brakes again.

FLYING WITHOUT BRAKES

If a brake line or pulley breaks, it is possible to fly the Panorama2 using the d-risers (rear riser). The movements must be well controlled as the deformation of the wing, due to the traction on the D-risers, is greater than that produced by using the brakes.

CRAVATS

If the tip of your wing gets stuck in the lines, this is called a cravat. Due to the large amount of drag, cravats can turn your wing into a spiral dive very quickly. This can be disorientating and difficult to control if allowed to develop. To recover from a cravat immediately, anticipate the movement of the wing, first stabilise the direction of your wing with outside brake and weight shift. Once you have control of the rotation and sink rate, apply strong deep pumps of the brake on the cravated side whilst weight shifting away from the cravat. It is important to lean away from the cravat otherwise you risk spinning or deepening the spiral. The aim is to empty the air out of the wing tip whilst it is unloaded. Correctly done, this action will clear the cravat. If it is a very large cravat and the above options have not worked, then a full stall is another option. This should not be attempted unless you know what you are doing and have a large amount of altitude. Remember, if the rotation is accelerating and you are unable to re-open the wing or control the decent rate, you should throw your reserve parachute whilst you still have enough altitude.

SIV

All manoeuvres should be carried out under supervision of experienced paragliding instructors, above water and with a rescue boat.

ADJUSTMENT OF THE HARNESS

For test flights, the pilots used ABS harnesses with the following set-up:

SIZE	Distance from seat board	Distance between hang points
PANORAMA2 32	44cm	55cm
PANORAMA2 39	44cm	55cm
PANORAMA2 41	44cm	55cm

We recommend adjusting the harness in a very similar way to the test adjustment. Excessive cross-bracing increases the risk of twisting the risers. A looser setting will result in a tendency to lean towards the collapsed side. Lower hang points reduce the roll-stability of your harness and can slow down the reopening of asymmetric collapses. Higher hang points (+ 2 up to +4 cm) have no influence on inflight safety and can therefore be tolerated.

MAINTENANCE & CHECKS

The Panorama2 is a delicate piece of equipment and as any flying aircraft it should be technically periodically checked to ensure proper airworthiness.

Maintenance Tips

The life of your paraglider therefore depends largely on the care which you maintain and use it. To maximize life span of your wing, respect the following rules:

- Avoid dropping the canopy on its top on its leading-edge during inflation or landing.
- Avoid dragging it across the ground when moving it.
- Avoid exposing your glider unnecessarily to sunlight.
- Choose a packing technique that doesn‘t damage the plastic rods and that doesn‘t crease the internal structure excessively. A concertina type bag is the ideal bag for folding the Panorama2.

Always use the protective bag to avoid direct contact with the harnesses and buckles of any friction between the blade and the rucksack.
Never store your paraglider when it is damp.
If immersed in sea water rinse immediately with fresh water. Do not use any detergents. Dry your paraglider away from direct light in a dry and well-aired place.
Empty any foreign bodies from your paraglider regularly, for example sand, stones or animal or vegetable matter which may eventually decay. Twigs, sand, pebbles, etc. damage tissue in successive folds and organic debris of vegetable or animal origin (insects) can promote mould growth.

Periodic Inspections

The paraglider has undergone a series of tests during the production process and consequent flight tests before the delivery. It is delivered with a standard brake setting same to the one used during the testing. Periodic Checks & Repairs: for safety reasons, it is recommended that the paraglider is checked at least once a year, or after 100 hours and anytime there is a change in its behaviour. However, if you are a frequent flyer (more than 100 hrs per year), then we recommend that you get your glider every 100 hours. The checker should inform you about the condition of your glider and if some parts will need to be checked or changed before the next normal service check period.

WARRANTY

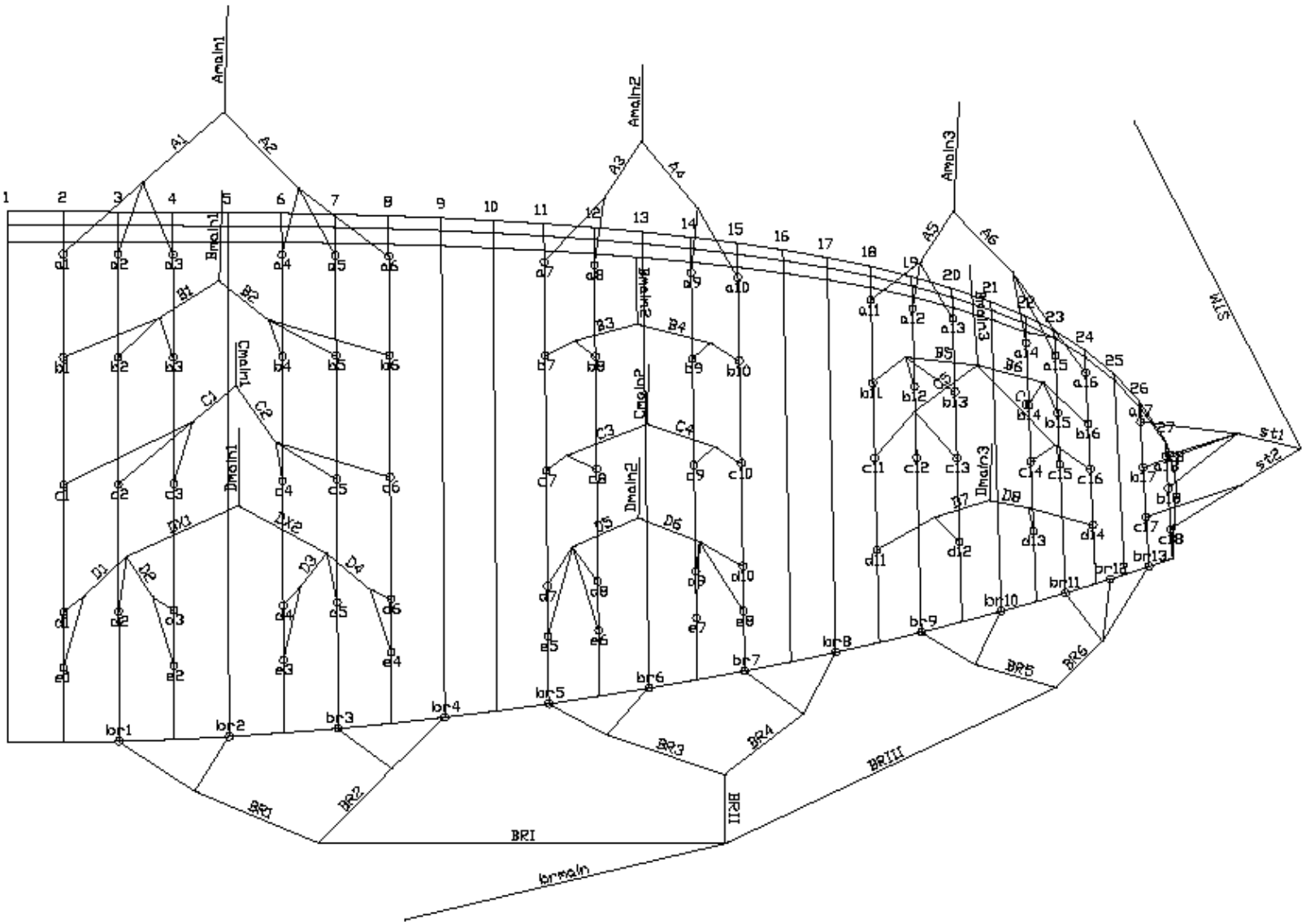
Flow paragliders' warranty covers any material defects or any production fault for two years or 250 hours since the date of purchase.
The guarantee does not cover:

- Damage caused by misuse
- Neglecting the regular maintenance
- Overloading or misuse of the glider
- Damage caused by inappropriate landings

SUMMARY

Safety is the single most important thing in our sport. We recommend to always be alert of the weather, fly as regularly as you can and ground handle as much as possible. Practicing ground handling will keep your skills alive and will support you especially when conditions at launch aren't perfect or the site is difficult.
Please always respect the weather! Monitor the conditions and the forecast closely and understand which conditions are right for your level of flying or for flying in general. Lots of pilots get hurt due to misjudging weather conditions and we don't want you to be one of them.
We would also like to emphasise respecting our beautiful nature and looking after your flying sites. If you need to dispose the wing, please don't dispose of it in the normal household waste but in an environmentally responsible way. If you are unsure, please contact your council.

LINE PLAN

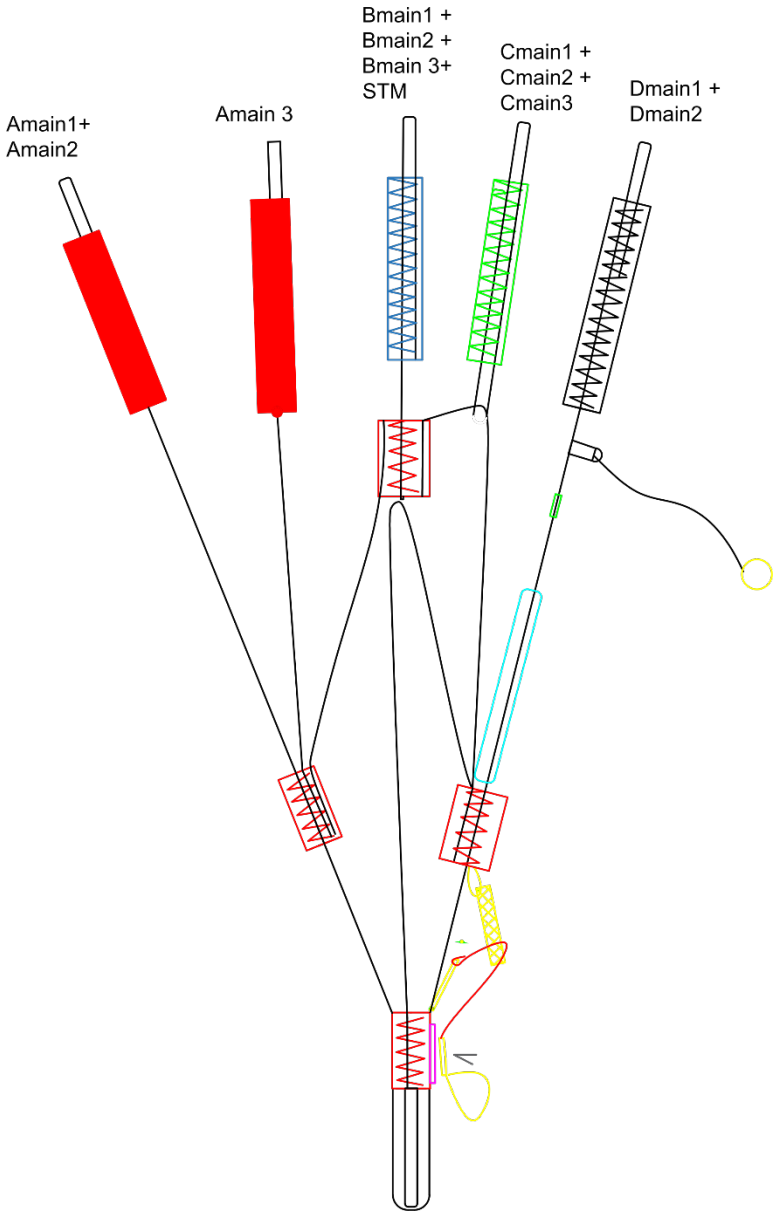

Amain1
Amain2
Amain3
Cmain1
Cmain2
Cmain3
Dmain1
Dmain2
Dmain3
Bmain1
Bmain2
Bmain3
brmain
BRI
BRII
BRIII
BR1
BR2
BR3
BR4
BR5
BR6
STR
st1
st2

RISER DIAGRAM

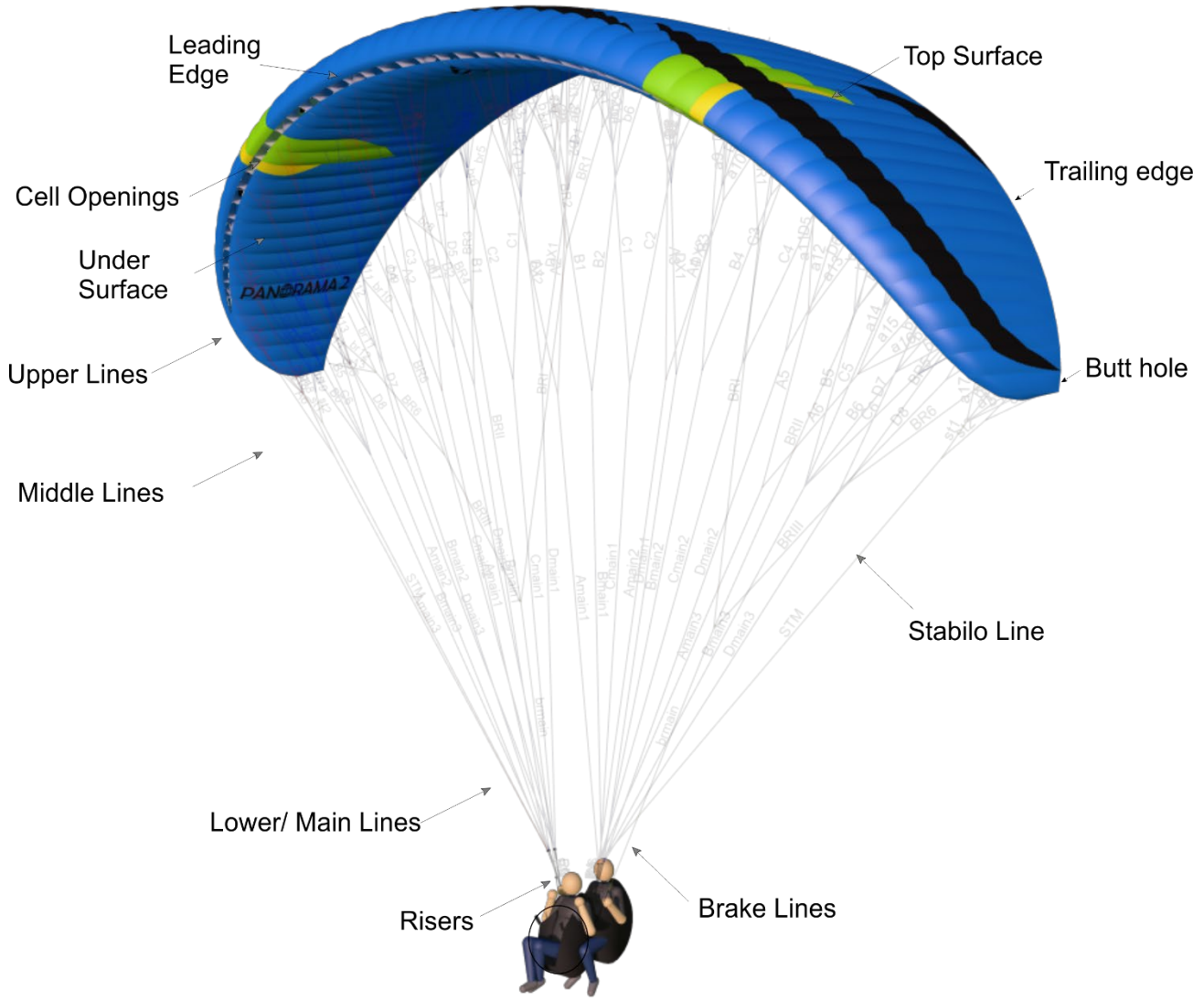
Sizes 32, 39 and 41

NON-ACCELERATED		*TRIMMERS OPEN*	
A	400mm	A	400mm
A1	400mm	A1	427mm
B	400mm	B	482mm
C	400mm	C	510mm

*Difference should not be more than +/- 5mm



OVERALL ILLUSTRATION



MATERIALS

In case of any doubts regarding the information in the manual contact your FLOW PARAGLIDERS dealer.

For spare parts or information in how to obtain them get in contact with us directly or with your local dealer.

CANOPY	FABRIC CODE	SUPPLIER
Upper surface	Skytex 38	Porcher Industries - France
Bottom Surface	Skytex 32	Porcher Industries - France
Supported Ribs	40 Skytex hard	Porcher Industries - France
Unsupported Ribs	40 Skytex hard	Porcher Industries - France
Leading Edge Reinforcement	2.5/1.8/ Plastic pipe	Porcher Industries - France
Thread	210D/3, 420D/3	Coats Thread - Thailand
SUSPENTION LINES	**FABRIC CODE**	**SUPPLIER**
Upper Cascades	DC 160/120	LIROS GmbH - Germany
Middle Cascades	PPSL 200/160/120 TSL 280	LIROS GmbH - Germany
Main Lines	TSL 500/380	EDELRID - Germany
RISERS	**FABRIC CODE**	**SUPPLIER**
Shackles	Maillon Rapide	Maillon Rapide Manutan - France
Riser Webbing	20mm zero stretch polyester webbing	Guth&Wolf GmbH - Germany
Trimmers	RollerCamn trimmers	RollerCam - USA

Flow Paragliders Pty Ltd – 7/249 Scottsdale Drive, Robina QLD 4226, Australia – Tel: +61 414 966 092 – info@flowparagliders.com.au

LINE MEASUREMENTS

The overall length (riser lines + mid lines + upper lines) must be checked under 5Kgs of tension.
Can be downloaded from our website under the download section: https://www.flowparagliders.com.au/panorama-2/

LINE TYPES

a1	1785		White	DC 160		c1	1747		White	DC 160		e1	1021		White	DC 160
a2	1706		White	DC 160		c2	1668		White	DC 160		e2	956		White	DC 160
a3	1681		White	DC 160		c3	1645		White	DC 160		e3	917		White	DC 160
a4	1674		White	DC 160		c4	1624		White	DC 160		e4	935		White	DC 160
a5	1676		White	DC 160		c5	1630		White	DC 160		e5	697		White	DC 160
a6	1725		White	DC 160		c6	1685		White	DC 160		e6	647		White	DC 160
a7	607		White	DC 160		c7	564		White	DC 160		e7	654		White	DC 160
a8	565		White	DC 160		c8	527		White	DC 160		e8	642		White	DC 160
a9	598		White	DC 160		c9	496		White	DC 160						
a10	601		White	DC 160		c10	508		White	DC 160		br1	1269		White	DC 160
a11	1490		White	DC 160		c11	1563		White	DC 160		br2	961		White	DC 160
a12	1407		White	DC 160		c12	1491		White	DC 160		br3	1077		White	DC 160
a13	1343		White	DC 160		c13	1437		White	DC 160		br4	1104		White	DC 160
a14	1282		White	DC 160		c14	1409		White	DC 160		br5	1206		White	DC 160
a15	1219		White	DC 160		c15	1337		White	DC 160		br6	1009		White	DC 160
a16	1178		White	DC 160		c16	1279		White	DC 160		br7	1016		White	DC 160
a17	726		White	DC 160		c17	1279		White	DC 160		br8	1068		White	DC 160
a18	584		White	DC 160		c18	725		White	DC 160		br9	1087		White	DC 160
						c19	659		White	DC 160		br10	958		White	DC 160
A1	1635		Red	TSL 280								br11	1152		White	DC 160
A2	1625		Red	TSL 280		C1	1620		Blue	PPSL 200		br12	1051		White	DC 160
A3	2120		Red	TSL 280		C2	1630		Blue	PPSL 200		br13	1003		White	DC 160
A4	2040		Red	TSL 280		C3	2010		Blue	PPSL 200						
A5	1420		Red	PPSL 200		C4	2010		Blue	PPSL 200		BR1	1320		White	DC 160
A6	1350		Red	PPSL 200		C5	1820		Blue	PPSL 160		BR2	1030		White	DC 160
						C6	1730		Blue	PPSL 160		BR3	1070		White	DC 160
Amain1	5130		Red	TSL 500								BR4	990		White	DC 160
Amain2	5675		Red	TSL 500		Cmain1	5080		Blue	TSL 380		BR5	2040		White	DC 160
Amain3	5255		Red	TSL 380		Cmain2	5760		Blue	TSL 280		BR6	1730		White	DC 160
b1	1749		White	DC 160		d1	897		White	DC 160		BRI	4010		Yellow	PPSL 120
b2	1669		White	DC 160		d2	1704		White	DC 160		BRII	3670		Yellow	PPSL120
b3	1644		White	DC 160		d3	826		White	DC 160		BRIII	2400		Yellow	PPSL120
b4	1619		White	DC 160		d4	787		White	DC 160						
b5	1622		White	DC 160		d5	1597		White	DC 160		brmain	3120		Yellow	DSL 350
b6	1674		White	DC 160		d6	817		White	DC 160						
b7	551		White	DC 160		d7	562		White	DC 160		st1	500		Yellow	DC 160
b8	512		White	DC 160		d8	518		White	DC 160		st2	550		Yellow	DC 160
b9	492		White	DC 160		d9	527		White	DC 160						
b10	501		White	DC 160		d10	533		White	DC 160		STM	6280		Yellow	PPSL160
b11	1548		White	DC 160		d11	1565		White	DC 160						
b12	1475		White	DC 160		d12	1418		White	DC 160						
b13	1418		White	DC 160		d13	1403		White	DC 160						
b14	1388		White	DC 160		d14	1279		White	DC 160						
b15	1318		White	DC 160												
b16	1260		White	DC 160		D1	900		White	DC 160						
b17	692		White	DC 160		D2	840		White	DC 160						
b18	627		White	DC 160		D3	820		White	DC 160						
						D4	823		White	DC 160						
B1	1610		Blue	TSL 280		D5	2010		White	DC 160						
B2	1620		Blue	PPSL 200		D6	1960		White	DC 160						
B3	2015		Blue	PPSL 200		D7	1470		White	DC 160						
B4	2000		Blue	PPSL 200		D8	1355		White	DC 160						
B5	1808		Blue	PPSL 160												
B6	1710		Blue	PPSL 160		DX1	1640		Blue	PPSL 200						
						DX2	1660		Blue	PPSL 200						
Bmain1	5070		Blue	TSL 500		Dmain2	5890		Blue	TSL 280						
Bmain2	5730		Blue	TSL 380		Dmain3	5200		Blue	TSL 280						
Bmain3	4740		Blue	TSL 380		Dmain1	5200		Blue	TSL 380						

CERTIFICATION LABELS

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test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Flow PARAGLIDERS

Classification: B

In accordance with standards: EN926-1:2015, EN926-2:2013+A1:2021 and NfL 2-565-20	PG_2113.2023
Date of issue (DMY):	07.09.2023
Manufacturer:	Flow Paragliders
Model:	PANORAMA 2 41
Serial number:	P241221211

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	220	Range of speed system (cm)	0
Minimum weight in flight (kg)	90	Speed range using brakes (km/h)	10
Glider's weight (kg)	7.4	Total speed range with accessories (km/h)	20
Number of risers	4+1	Range of trimmers (cm)	9.8
Projected area (m2)	35.3		

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Advance Thun AG
Harness model	Bi-pro 2
Harness to risers distance (cm)	44
Distance between risers (cm)	55

Inspections (whichever happens first)
at least once every 24 months, or after 100 hours and anytime there is a change in its behaviour. However, if you are a frequent flyer (more than 100

Person or company having presented the glider for testing: **None**

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

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test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Flow PARAGLIDERS

Classification: B

In accordance with standards: EN926-1:2015, EN926-2:2013+A1:2021 and NfL 2-565-20	PG_2113.2023
Date of issue (DMY):	07.09.2023
Manufacturer:	Flow Paragliders
Model:	PANORAMA 2 41
Serial number:	P241221211

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	220	Range of speed system (cm)	0
Minimum weight in flight (kg)	90	Speed range using brakes (km/h)	10
Glider's weight (kg)	7.4	Total speed range with accessories (km/h)	20
Number of risers	4+1	Range of trimmers (cm)	9.8
Projected area (m2)	35.3		

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Advance Thun AG
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Person or company having presented the glider for testing: None

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

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