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DAVINCI GLIDERS

Point2

User manual

REV. 2

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Congratulations!

Thank you for choosing the **POINT2**.

The **Point2** has been designed for newcomers and accuracy competition pilots who want to be a winner.

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

This is information about the design of the **Point2**, advice how to use it best and how to care for it to ensure it has a long life, We hope that the **Point2** will give you a lot of satisfactory flying times.

-DAVINCI GLIDERS TEAM-

WARNING!

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

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

Do not make any modifications to the glider.

As with any sport – without taking the necessary safety precautions, paragliding can be dangerous.

1. Technical DATA

POINT2			XXS	XS	S	M	L	XL
CELLS	NUMBER		21	21	21	21	21	21
	CLOSED		6	6	6	6	6	6
FLAT	AREA	m^2	22	24	26	28	30	32
	SPAN	m	9.7	10.2	10.6	11	11.4	11.7
	ASPECT RATIO		4.3	4.3	4.3	4.3	4.3	4.3
PROJECTED	AREA	m^2	18.6	20.3	21.9	23.6	25.3	27.0
	SPAN	m	7.6	8	8.3	8.6	8.9	9.2
	ASPECT RATIO		3.13	3.13	3.13	3.13	3.13	3.13
FLATTENING		%	15.6	15.6	15.6	15.6	15.6	15.6
CORD	MAX	m	2.79	2.92	3.04	3.15	3.26	3.37
	AVER	m	2.26	2.36	2.46	2.55	2.64	2.73
LINES	HEIGHT	m	5.93	6.2	6.45	6.69	6.93	7.16
	MAIN		3/4/3					
RISERS	NUMBER	3	A,A'/B/C					
	TRIMS		No	No	No	No	No	NO
	ACCELERATOR		120	120	120	120	120	120
WEIGHT RANGE	MIN-MAX	KG	50-65	60-75	70-85	80-95	90-105	105-120
CERTIFICATION	EN-926-1/2 LTF	KG	EN-A	EN-A	EN-A	EN-A	EN-A	EN-A
GLIDER WEIGHT		KG	3.8	4.1	4.3	4.5	5.0	5.2

2. MATERIALS DATA

CANOPY	FABRIC CODE	SUPPLIER
UPPER SURFACE	MJ 40 MF	MJ TEXTILE CO
BOTTOM SURFACE	MJ 40 MF	MJ TEXTILE CO
PROFILES	MJ 38 HF	MJ TEXTILE CO
DIAGONALS	MJ 38 HF	MJ TEXTILE CO

SUSPENSION LINES	FABRIC CODE	SUPPLIER
UPPER CASCADES	TNL-80	DAVINCI
MAIN	TNL-145/220/280	DAVINCI
UPPER STABLE	TNL-145	DAVINCI
MAIN STABLE	TNL-180	DAVINCI
UPPER BRAKE	TNL-80	DAVINCI
MIDDLE BRAKE	TNL-125	DAVINCI
MAIN BREAK	TNL-80400	DAVINCI

RISERS	FABRIC CODE	SUPPLIER
MATERIAL	WEBBING 20MM	GUTH&WOLF GMBH
PULLEYS	RIELY	LW RILEY PTY LTD

3. Introduction and Pilot Target

The POINT2 is an easy-going EN/LTF A glider which is suitable for training and accuracy competition. The main focus of design is on safety and maximum forgiveness in handling, but with an eye to handling and performance. The POINT2 is perfectly suited for beginner pilots looking for a glider with maximum safety. Long brake travel and excellent passive safety, as well as the good stability make the good ideal for progression. The POINT2 sits well within the limits of the LTF/EN-A class as proven by the certification test results in all manoeuvres.

-LTF and EN certification

The POINT2 is certified during official testing as LTF /EN-A.

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

-Suitability for training

The POINT2 is suitable for the use in the school and educational flying.

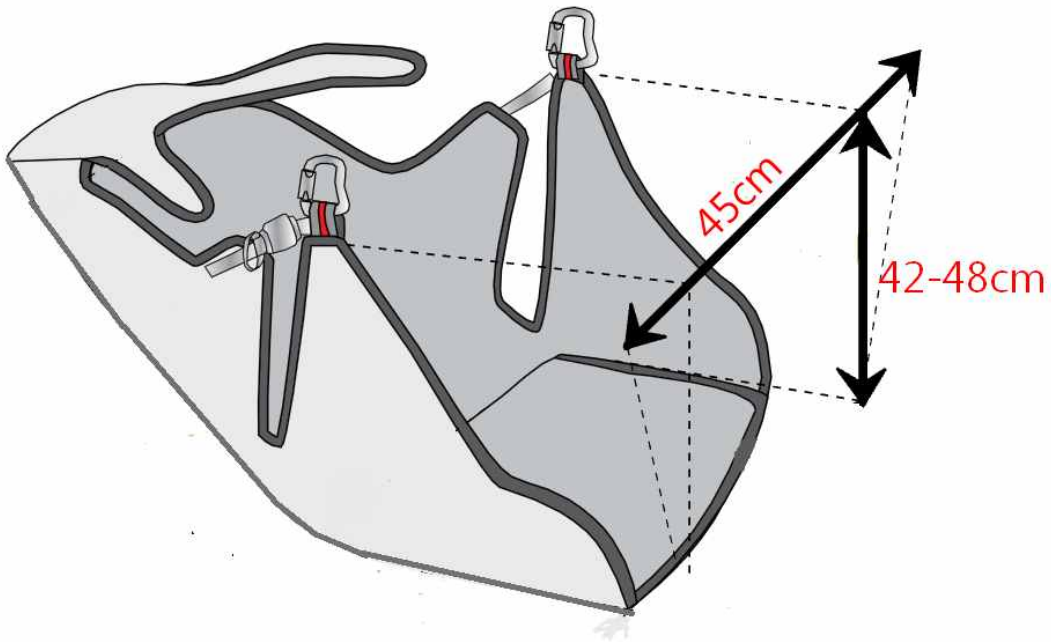
-For the POINT2 it has minimum of 65cm symmetrical travel length at maximum total-load.

It would be dangerous to use the brake travel according to those numbers, because it is not practicable to measure the brake travel during flight, and in turbulences the stall might occur with less brake travel. If you want to use the whole brake travel

of your glider safely, it is necessary to do many intended spins and full stalls to get a feeling for the stall behaviour.

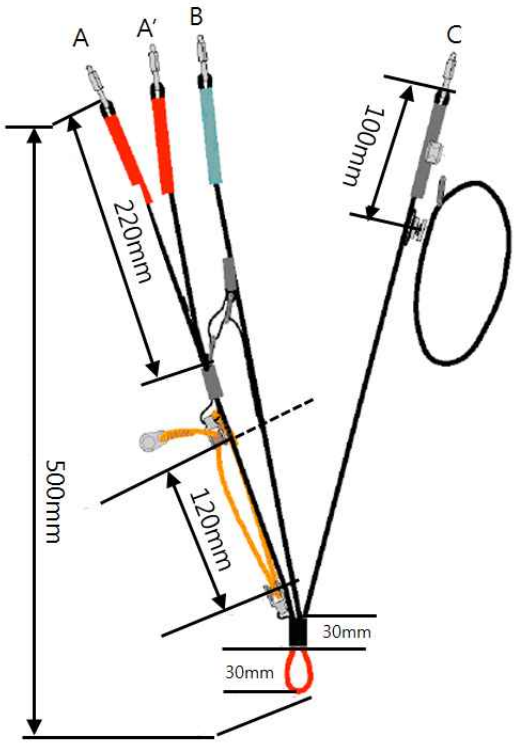
4. Harness

The POINT2 is certified for harnesses in Group GH(without rigid cross-bracing). The suspensiion points of the chosen harness should ideally have a caraviner distance of approximately 45cm and a height of 40 to 48cm.



5. Risers

POINT2 has 3 risers. The A riser has a red cover to easy identification. There is another line with red mailon. There is A' and is for the big ears.



	Standard [mm]	Accelerated [mm]	Travel length [mm]
A	500	500	0
B	500	440	60
C	500	380	120

6. Lines

They come in different diameters of Kevlar and Dyneema with sheathed cover. They must to be inspected every 150 hours or 24months maximum.

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

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

7. Accelerator system

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

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

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

Once all the gear is rigged you have to test the whole

speed travel in calm air.

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

8. Pre-flight check

To know yourself with the glider it is a good idea to perform practice inflations and ground handling in advance.

You should have no difficulties flying the POINT2 for the first time in suitable conditions, but as with all new equipment.

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

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

9. Take-0ff

POINT2 has easy inflation behaviour at the forward/reverse launch because of its profile system. To get the right wing shape for the take-off, pull the brake until the canopy shows at the perfect banana shape on the flat ground. While inflating the POINT2, you should hold both of th A risers on your hands. Smoothly and gradually inflate the wing. It does not need excessive energy and you feel the lift force very fast. It does not tend to over-shooting characteristics and provides a leisurely launch time with you.

9.1 Tow launch

The POINT2 is easy to launch using a winch and it has no any special skills. To practice this launching technique special training is needed and you have to know the procedures and dangers, which are specific for winching. We do not recommend using any special towing device which accelerates the glider during the winch launch.

10. In flight characteristics

POINT2 has the best stable glide performance in a normal position with no any brakes.

In strong thermals and turbulence, we recommend to gently pull both brakes without acceleration to increase

stability. The brakes provide feedback about the surrounding air, which is needed for active flying.
To familiarize yourself with the POINT2 your first turns should be gradual and progressive.
To make efficient and coordinated turns with the POINT2 first look in the direction you want to go and check that the airspace is clear. Your first input for directional change should be weight-shift, followed by the smooth application of the brake until the desired bank angle is achieved. To regulate the speed and radius of the turn, coordinate your weight shift and use the outer brake.
In the unlikely event that a brake line releases from the brake handle or breaks, the glider is manoeuvrable using the C-risers. By pulling gently on the C-risers it is possible to steer the glider and land safely.

Alternative Steering:
In the unlikely event, that a brake line releases from the brake handle, or breaks, or the brake-lines are tangled up, the glider is manoeuvrable using the rear-risers. By pulling gently on the rear-risers, it is possible to steer the glider and land safely. Don't pull the rear-risers too much, to avoid a deep stall!

11. Deflations

In spite of the POINT2 has great stability of the flight,

strong turbulence or piloting error may cause a portion of the wing suddenly to be a deflation.

11.1 Asymmetric collapse

Asymmetric collapse usually happens when the pilot has not foreseen this possible reaction of the wing.
Asymmetric collapses should be controlled by weight shifting away from the collapse and applying enough brake to control your direction. And you should use the brake to re-inflate the glider.

11.2 Frontal collapse

POINT2 does not come out the symmetrical front collapse by itself. It has high internal pressure with its well designed profile. However a symmetric collapse my occur in strong turbulent condition, but It could be fast recovered, if you apply the brake down to 15 to 20cm. Release the brake lines, you may recover to the normal flight.

11.3 Full stall

Full stall can occur when you fully pull the both brakes enough long time. This means that the wing loses its forward momentum. To recover to the normal flight you must release both brakes. After this usually comes a front dive with a possible front deflation. An asymmetric recovery (one control released faster than

the other) from a full-stall can cause a big dynamic collapse. The full-stall is a hazardous manoeuvre and as such outside the scope of this manual. You should practice and learn this manoeuvre only on a SIV course under professional instructor.

11.4 Deep stall

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

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

11.5 Asymmetrical stall

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

11.6 B stall

The POINT2 has a very clean stable B stall. To enter the B stall, the pilot has to pull the first 20cm slowly until the r glider loses forward speed and starts to descend at around 6 m/s vertically. Do not release the brake handles during B stall. If you pull too much B-line the glider may horseshoe and move around a lot. If this happens, release the B risers.

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

11.7 Cravat

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

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

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

12. Descent Techniques

12.1 Big ears

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

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

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

12.2 Spiral dive

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

When you hold one sided brake down for a long time, the glider goes into a fast sharp turn and loses a lot of height. The sink rate could be more than 15 m/sec. To get out of the spiral dive you must release the inner brake and use the outside brake to manage your sink rate. Mind that POINT2 may take one more turn after releasing the brake.

13 Landing

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

maneuvers.
When you are 1-2m over the ground, you should face into wind and standing upright and ready to run. Finally you may pull the brakes smoothly for minimize vertical speed.
Don't hit the ground by your overtake the glider.
If you in windy condition, as soon as you touch the ground you have to turn around to face the glider and move towards it during full pulling break symmetrically.

14. Packing your POINT2

Spread the POINT2 completely out on the ground. Separate the lines to the each side. The POINT2 must be folded cell to cell to keep the plastic reinforcement at the leading edge lie flat on each other and don't get bent. Try to pack your POINT2 as loosely as the rucksack allows, because every fold weakens the fabric.
Avoid packing the glider where it is wet or abrasive conditions(sand, asphalt pavement, concrete)

15. Maintenance and cleaning

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

and destroy the fabric.

16. Caring tips

- Do not expose your glider to the sun any longer than necessary
- Keep it away from water and other liquids
- Do not let the front edge hit the ground
- Keep your glider away from fire
- Do not put anything heavy on your glider, do not pack it in a rucksack too tightly.
- Regularly inspect the canopy, lines, risers and harness. If you find any defects, contact your dealer or the manufacturer. Do not attempt to repair the paraglider by yourselves.
- If you detect a damaged line, inform the dealer or manufacturer about the line number according to the line plan
- Keep your POINT2 in a bag in a dry well-ventilated place under neutral temperature and humdity conditions
- If you do not use the glider, then once a month you should unpack it, ventilate it well, and then pack it back in the bag

17. Warrantee

The producer guarantees the correctness of the declared characteristics and the paraglider's normal

performance for two years after the purchase date. The producer conducts special, and after warranty repairs and maintenance at the owners' request for an extra price.

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

18. Respecting nature and environment

Finally, we would ask each pilot to take care of nature and our environment. Respect nature and the environment at all times but most particularly at take-off and landing places. Respect others and paraglider in harmony with nature.

Do not leave marked tracks and do not leave rubbish behind. Do not make unnecessary noise and respect sensitive biological areas.

The materials used on a paraglider should be recycled. Please send old Davinci gliders back to us Davinci Gliders offices. We will undertake to recycle the glider.

Check Line sheet(with riser)

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

XXS size

	A	B	C	D	Brake
1	5904	5830	5861	5988	6100
2	5860	5768	5795	5913	5947
3	5909	5805	5826	5929	5795
4	5894	5790	5797	5889	5675
5	5824	5729	5736	5828	5535
6	5830	5753	5763	5848	5537
7	5806	5715	5758		5511
8	5638	5611	5666		5496
9	5542	5579	5638		5589
10	5506	5389	5478		5640
11(Stable)	5290	5289	5380		

XS size

	A	B	C	D	Brake
1	6192	6116	6159	6291	6477
2	6147	6052	6091	6214	6315
3	6200	6092	6124	6231	6157
4	6176	6067	6079	6175	6002
5	6104	6004	6017	6112	5856
6	6110	6029	6045	6136	5859
7	6084	5989	6040		5831
8	5910	5881	5945		5816
9	5810	5848	5914		5913
10	5771	5648	5741		5968
11(Stable)	5543	5542	5636		

Small size

	A	B	C	D	Brake
1	6444	6374	6409	6546	6728
2	6399	6309	6339	6468	6557
3	6454	6350	6375	6486	6393
4	6429	6325	6327	6428	6263
5	6355	6260	6263	6363	6112
6	6362	6284	6293	6388	6116
7	6335	6235	6289		6087
8	6154	6122	6189		6071
9	6050	6086	6158		6173
10	6009	5870	5977		6233
11(Stable)	5770	5759	5866		

Medium size

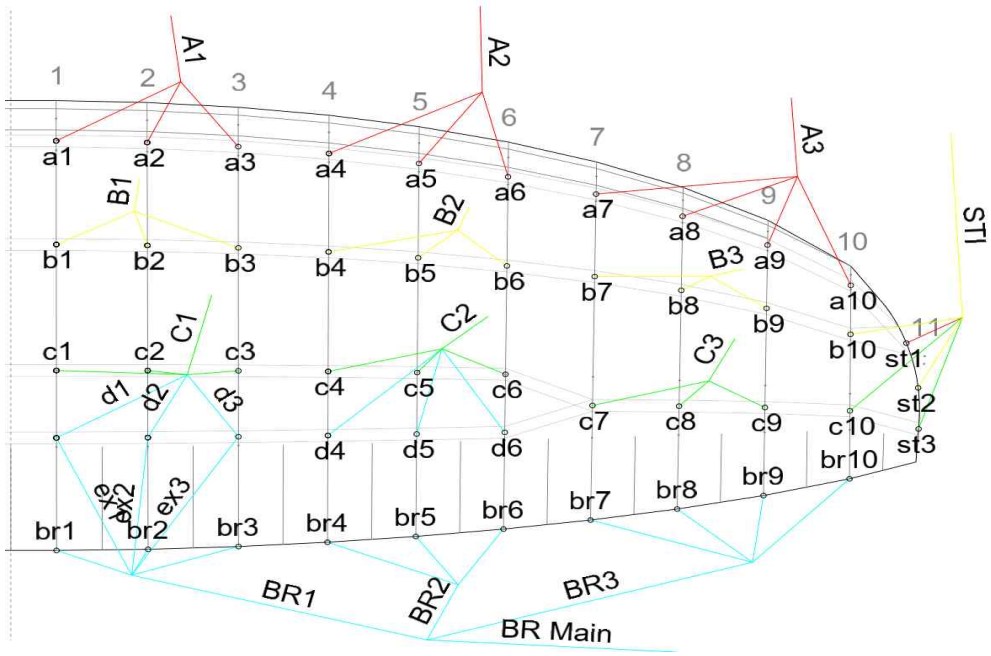
	A	B	C	D	Brake
1	6687	6604	6649	6791	7028
2	6641	6537	6578	6711	6848
3	6699	6582	6615	6731	6679
4	6673	6555	6567	6671	6514
5	6597	6489	6501	6605	6359
6	6604	6516	6532	6630	6363
7	6576	6473	6528		6333
8	6390	6357	6426		6317
9	6282	6320	6392		6422
10	6238	6106	6205		6486
11(Stable)	5988	5987	6088		

Large size

	A	B	C	D	Brake
1	6919	6834	6881	7029	7290
2	6873	6767	6808	6946	7101
3	6934	6814	6848	6967	6927
4	6909	6787	6799	6907	6756
5	6830	6719	6732	6838	6596
6	6838	6748	6764	6865	6601
7	6810	6702	6759		6572
8	6617	6582	6653		6555
9	6505	6543	6619		6664
10	6460	6321	6424		6733
11(Stable)	6198	6197	6301		

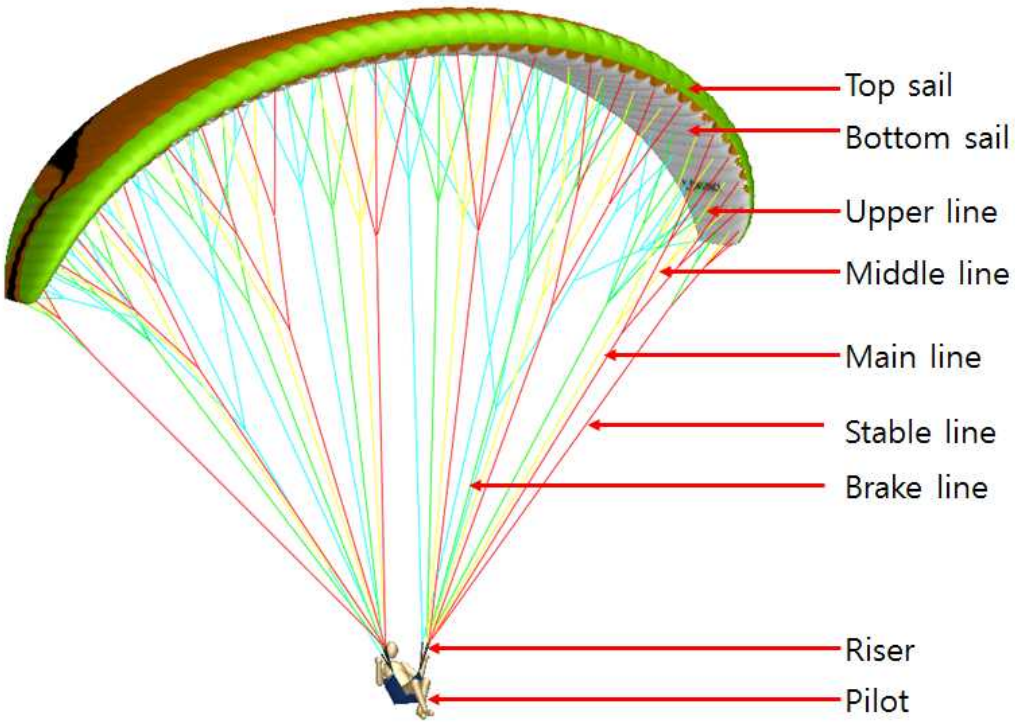
X-Large size

	A	B	C	D	Brake
1	7131	7042	7091	7243	7542
2	7084	6973	7017	7159	7345
3	7148	7023	7058	7181	7166
4	7137	7011	7023	7134	6990
5	7056	6941	6954	7064	6826
6	7064	6971	6987	7092	6831
7	7034	6924	6983		6800
8	6836	6800	6874		6784
9	6720	6760	6838		6896
10	6673	6530	6635		6969
11(Stable)	6401	6400	6508		



Name	Manufacturer	Name	Manufacturer	Name	Manufacturer	Name	Manufacturer	Name	Manufacturer
a1	TNL-80	b1	TNL-80	c1	TNL-80	d1	TNL-80	br1	TNL-80
a2	TNL-80	b2	TNL-80	c2	TNL-80	d2	TNL-80	br2	TNL-80
a3	TNL-80	b3	TNL-80	c3	TNL-80			br3	TNL-80
a4	TNL-80	b4	TNL-80	c4	TNL-80			br4	TNL-80
a5	TNL-80	b5	TNL-80	c5	TNL-80			br5	TNL-80
a6	TNL-80	b6	TNL-80	c6	TNL-80			br6	TNL-80
a7	TNL-80	b7	TNL-80	c7	TNL-80			br7	TNL-80
a8	TNL-80	b8	TNL-80	c8	TNL-80			br8	TNL-80
a9	TNL-80	b9	TNL-80	c9	TNL-80			br9	TNL-80
a10	TNL-80	b10	TNL-80	c10	TNL-80			br10	TNL-80
						st1	TNL-145	BR1	TNL-125
						st2	TNL-145	BR2	TNL-125
AI	TNL 280	BI	TNL 280	CI	TNL 145			BR3	TNL-125
AII	TNL 280	BII	TNL 280	CII	TNL 145				
AIII	TNL 220	BIII	TNL 220	CIII	TNL 145	ST1	TNL-180	BR main	TNL-400

Overview


Top sail
Bottom sail
Upper line
Middle line
Main line
Stable line
Brake line
Riser
Pilot

POINT2

Serial Number	
Date of Production	
Dealer	
Date of sales	
Check and repair information	