

**DAVINCI**  
**GLIDERS**

**RHYTHM<sup>2</sup>**

REV. 1

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## Congratulations!

Congratulations!  
Thank you for choosing the RHYTHM2.

The RHYTHM2 has been designed for newcomers for the paraglider.

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 RHYTHM2, advice on how to use it best and how to care for it to ensure it has a long life, We hope that the RHYTHM2 will give you a lot of satisfactory flying times.

**-DAVINCI GLIDERS TEAM-**

### **WARNING!**

THIS IS NOT A 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.

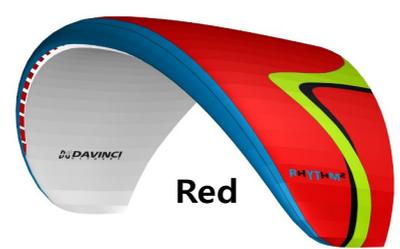
Do not make any modifications to the glider.  
As with any sport – without taking the necessary safety precautions, paragliding can be dangerous.

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# 1. Technical DATA

RHYTHM2			XXS	XS	S	M	L
Zellen	Anzahl der Zellen		38	38	38	38	38
	Gespert		8	8	8	8	8
FLAT	Fläche ausgelegt	m <sup>2</sup>	21.2	23.0	25.0	27.0	29.5
	Spannweite ausgelegt	m	10.1	10.5	11.0	11.4	11.9
	Streckung ausgelegt		4.8	4.8	4.8	4.8	4.8
PROJECTED	Fläche projiziert	m <sup>2</sup>	18.3	19.8	21.6	23.3	25.4
	Spannweite projiziert	m	8.1	8.5	8.9	9.2	9.6
	Streckung projiziert		3.61	3.61	3.61	3.61	3.61
FLATTENING		%	13.8	13.8	13.8	13.8	13.8
CORD	MAX	m	2.58	2.69	2.81	2.92	3.05
	AVER	m	2.10	2.19	2.28	2.37	2.48
LINES	HEIGHT	m	6.25	6.51	6.78	7.05	7.37
	MAIN		3/4/3				
RISERS	NUMBER	3	A,A'/B/C				
	TRIMS		No	No	No	No	No
	ACCELERATOR		105	105	120	120	120
WEIGHT RANGE	MIN-MAX	KG	50-75	60-85	70-95	80-105	90-119
CERTIFICATION	EN-926-1/2 LTF	KG	EN-A	EN-A	EN-A	EN-A	EN-A
GLIDER WEIGHT		KG	3.88	4.18	4.44	4.76	5.02



## 2. Materials DATA

CANOPY	FABRIC CODE	SUPPLIER
UPPER SURFACE	MJ40 MF	MYUNGJIN TEXTILE
BOTTOM SURFACE	MJ40 MF	MYUNGJIN TEXTILE
PROFILES	MJ38 HF / MJ32 HF	MYUNGJIN TEXTILE
DIAGONALS	MJ32 HF	MYUNGJIN TEXTILE

SUSPENSION LINES	FABRIC CODE	SUPPLIER
UPPER CASCADES	TNL 80	Daegu Braiding Co
MIDDLE CASCADES	TNL180/145	Daegu Braiding Co
MAIN	TNL 280/220/180	Daegu Braiding Co
UPPER STABLE	TNL 80	Daegu Braiding Co
MAIN STABLE	TNL 180	Daegu Braiding Co
UPPER BRAKE	TNL 80	Daegu Braiding Co
MIDDLE BRAKE	TNL 145	Daegu Braiding Co
MAIN BREAK	TNL 400	Daegu Braiding Co

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

### 3. Introduction and Pilot Target

The RHYTHM2 is an easy-going EN/LTF A glider that is suitable for the training of paragliding. The main focus of the design is on safety and maximum forgiveness in handling, but with an eye to handling and performance. The RHYTHM2 is perfectly suited for beginner pilots looking for a glider with maximum safety. Long brake travel and excellent passive safety, as well as good stability, make the good ideal for progression. The RHYTHM2 sits well within the limits of the LTF/EN-A class as proven by the certification test results in all maneuvers.

-LTF and EN certification

The RHYTHM2 is certified during official testing as LTF /EN-A.

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

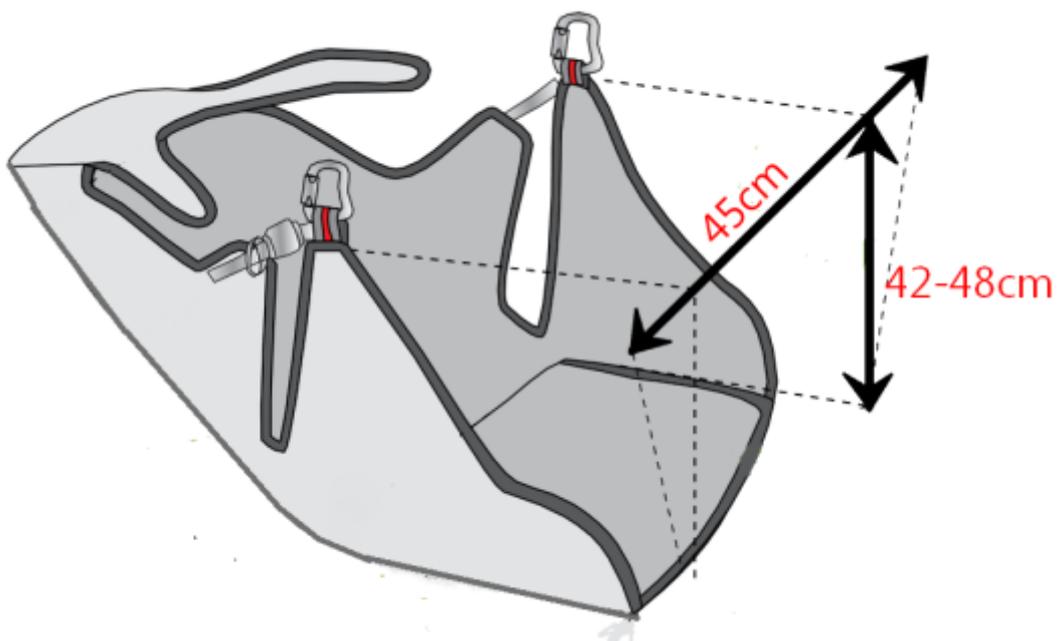
-Suitability for training The RHYTHM2 is suitable for use in school and educational flying.

-For the RHYTHM2 has a maximum 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 turbulence, 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 behavior.

### 4. Harness

The RHYTHM2 is certified for harnesses in Group GH(without rigid cross-bracing). The suspension points of the chosen harness should ideally have a carabiner distance of approximately 45cm and a height of 40 to 48cm.



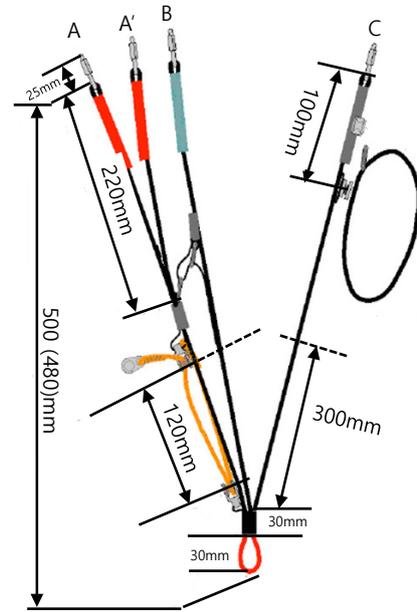
## 5. Risers

RHYTHM2 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.

S, M, L	Standard (With biner) [mm]	Accelerated (With biner) [mm]	Travel length [mm]
A	500 (525)	500 (525)	0
B	500 (525)	440 (465)	60
C	500 (525)	380 (405)	120

XXS, XS	Standard (With biner) [mm]	Accelerated (With biner) [mm]	Travel length [mm]
A	480 (505)	480 (505)	0
B	480 (505)	427 (452)	53
C	480 (505)	375 (400)	105



## 6. Lines

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

In the 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 are cut you can use the C riser softly for directional control instead of the brake line.

## 7. Accelerator system

The accelerator has been limited in travel up to a safety point, however, you can gain 8-12 km of extra speed. The speed system length is 12cm (S to L) and 10cm (XXS and XS).

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's helps 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 RHYTHM2 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 Karabianers are fully closed and not damaged.
- The sewing, condition of the lines, and connection of the lines are right
- Internal damage to ribs and diagonal ribs.
- Damage to the top and bottom panels and seams between panels

## 9. Take-Off

RHYTHM2 has easy inflation behavior 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 the perfect banana shape on the flat ground. While inflating the RHYTHM2, you should hold both of the A risers in 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

### 9.1 Tow launch

The RHYTHM2 is easy to launch using a winch and it has no special skills. To practice this launching technique special training is needed and you have to know the procedures and dangers, which are specific to winching. We do not recommend using any special towing device which accelerates the glider during the winch launch.

## 10. In flight characteristics

RHYTHM2 has the best stable glide performance in a normal position with no any brakes. In strong thermals and turbulence, we recommend 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 RHYTHM2 your first turns should be gradual and progressive. To make efficient and coordinated turns with the RHYTHM2 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 maneuverable 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 maneuverable 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 RHYTHM2 has great stability of the flight, strong turbulence or piloting error may cause a portion of the wing suddenly to be deflation.

### 11.1 Asymmetric collapse

The 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

RHYTHM2 does not come out asymmetrical front collapse by itself. It has high internal pressure with its well-designed profile. However asymmetric collapse may occur in strong turbulent conditions, 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

The full stall can occur when you fully pull both brakes enough a 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 maneuver and as such outside the scope of this manual. You should practice and learn this maneuver only on an SIV course under a professional instructor.

### 11.4 Deep stall

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

When you meet this situation you should fully raise up 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 a negative spiral. This is one of the most dangerous flying situations. In order to get out of the asymmetrical stall, just release the brakes. There may follow side thrust forward with the following wing collapse.

### 11.6 B stall

The RHYTHM2 has a very clean stable B stall. To enter the B stall, the pilot has to pull the first 20cm slowly until the glider loses forward speed and starts to descend at around 6 m/s vertically. Do not release the brake handles during B stall. If you pull too much B-line the glider may horseshoe and move around a lot. If this happens, release the B risers.

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

## 11.7 Cravat

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

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

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

# 12. Descent Techniques

## 12.1 Big ears

The sink rate can be decreased in a controlled way by folding both wingtips. 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 RHYTHM2 may take one more turn after releasing the brake.

## 13. Landing

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

When you are 1-2m over the ground, you should face into the wind and standing upright and ready to run. Finally, you may pull the brakes smoothly for minimizing 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 RHYTHM2

Spread the RHYTHM2 completely out on the ground. Separate the lines to each side. The RHYTHM2 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 RHYTHM2 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 RHYTHM2 in a bag in a dry well-ventilated place under neutral temperature and humidity conditions
- If you do not use the glider, then once a month you should unpack it, ventilate it well, and then pack it back in the bag

## 17. Warrantee

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

We recommend inspecting 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); that inspection must be made by the manufacturer, importer, distributor, dealer or other authorized persons.

The checking must be proven by a stamp on the certification sticker on the glider as well in the manual book.

There are not necessary spare items except the rubber ring to fix the main lines on the riser triangle carabiner. The rubber rings will be offered by us in the repair kit offering with the glider. You can exchange it by yourself when it has been disappeared or wears off. After you exchange the rubber ring, you must check again the triangle carabiner on the riser has been locked well before you fly.

## 18. Respecting nature and environment

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

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

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

# Checked line sheet(with riser)

The measured values at the lower surface of the tailing edge, cll depth and spacing of the articulation points were determined under tensile load of 50N. The length difference is not more than  $\pm 10$  mm.

## XXS size

	A	B	C	D	Brake
1	6230	6151	6112	6236	6549
2	6174	6085	6113	6232	6318
3	6227	6141	6095	6211	6188
4	6186	6091	6096	6206	6138
5	6197	6101	6061	6129	6030
6	6172	6070	6042	6106	5881
7	6153	6054	6031	6098	5886
8	6140	6046	6036	6090	6058
9	6142	6052	6000		5878
10	6086	5998	5961		5898
11	6031	5954	5901		5940
12	5934	5881	5860		
13	5883	5837	5737		
14	5709	5686	5722		
15		5673			

## XS size

	A	B	C	D	Brake
1	6490	6408	6368	6497	6842
2	6432	6339	6369	6494	6602
3	6488	6398	6351	6472	6468
4	6446	6348	6352	6467	6417
5	6458	6359	6318	6389	6304
6	6433	6326	6298	6365	6151
7	6413	6310	6288	6357	6156
8	6400	6302	6293	6348	6337
9	6402	6309	6256		6153
10	6343	6254	6215		6173
11	6286	6209	6151		6216
12	6184	6131	6109		
13	6131	6085	5977		
14	5948	5925	5961		
15		5911			

# Checked line sheet(with riser)

The measured values at the lower surface of the tailing edge, cll depth and spacing of the articulation points were determined under tensile load of 50N. The length difference is not more than  $\pm 10$  mm.

## S size

	A	B	C	D	Brake
1	6786	6700	6660	6795	7128
2	6727	6629	6662	6792	6879
3	6786	6691	6644	6769	6740
4	6742	6640	6645	6765	6688
5	6765	6651	6612	6685	6571
6	6730	6620	6592	6660	6411
7	6709	6604	6581	6653	6417
8	6697	6596	6586	6644	6607
9	6699	6603	6547		6419
10	6637	6544	6505		6441
11	6577	6497	6439		6485
12	6472	6417	6394		
13	6416	6369	6255		
14	6223	6200	6238		
15		6185			

## M size

	A	B	C	D	Brake
1	7052	6963	6923	7063	7414
2	6991	6891	6926	7060	7156
3	7053	6956	6907	7037	7013
4	7008	6903	6909	7033	6959
5	7022	6915	6874	6951	6839
6	6996	6883	6854	6925	6674
7	6975	6866	6843	6917	6680
8	6962	6857	6848	6909	6879
9	6964	6865	6809		6686
10	6901	6806	6765		6709
11	6839	6757	6696		6755
12	6729	6673	6649		
13	6671	6623	6501		
14	6468	6445	6483		
15		6429			

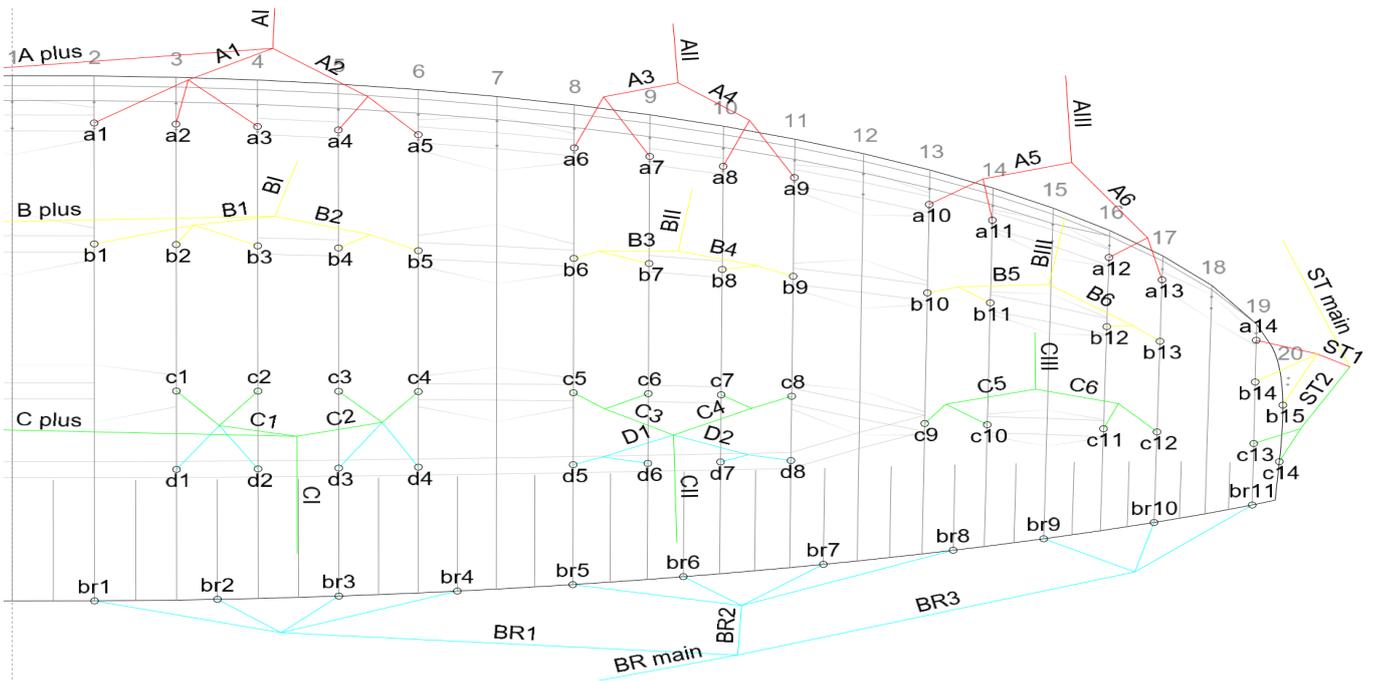
# Checked line sheet(with riser)

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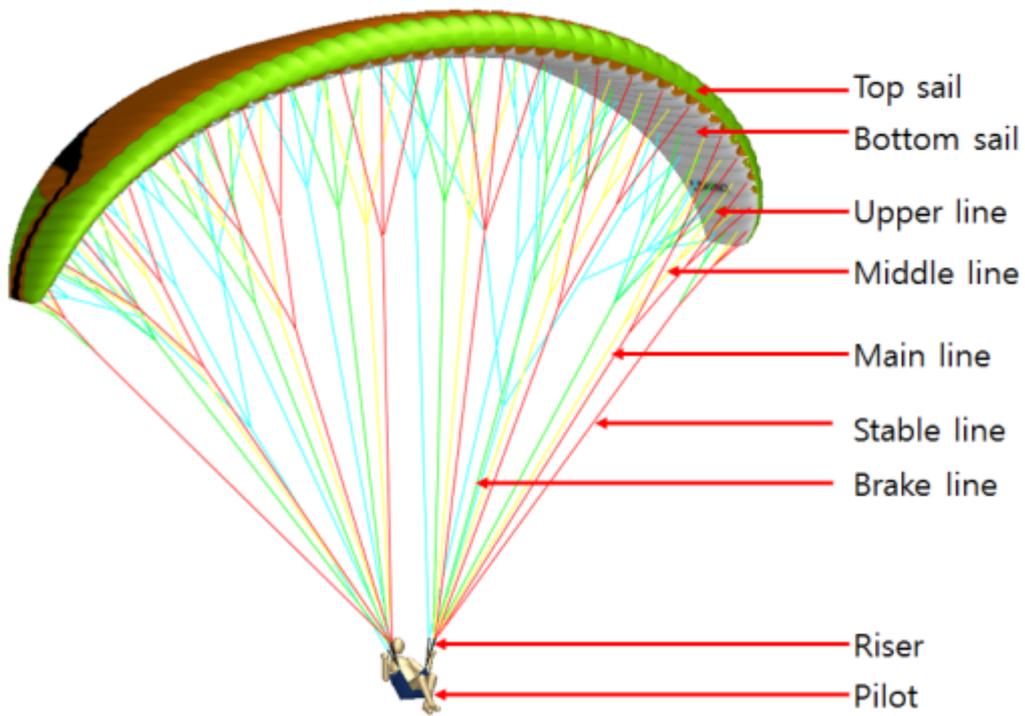
## L size

	A	B	C	D	Brake
1	7386	7284	7237	7384	7773
2	7314	7209	7241	7381	7505
3	7378	7277	7222	7358	7357
4	7332	7222	7225	7354	7302
5	7347	7236	7190	7270	7177
6	7321	7203	7169	7244	7005
7	7299	7186	7158	7235	7012
8	7285	7177	7164	7226	7222
9	7287	7185	7123		7024
10	7221	7124	7077		7048
11	7157	7073	7005		7095
12	7041	6985	6956		
13	6980	6932	6797		
14	6767	6743	6778		
15		6727			

Name	Manufacturer	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	br1	TNL-80
a2	TNL-80	b2	TNL-80	c2	TNL-80	d2	TNL-80	br2	TNL-80	br2	TNL-80
a3	TNL-80	b3	TNL-80	c3	TNL-80	d3	TNL-80	br3	TNL-80	br3	TNL-80
a4	TNL-80	b4	TNL-80	c4	TNL-80	d4	TNL-80	br4	TNL-80	br4	TNL-80
a5	TNL-80	b5	TNL-80	c5	TNL-80	d5	TNL-80	br5	TNL-80	br5	TNL-80
a6	TNL-80	b6	TNL-80	c6	TNL-80	d6	TNL-80	br6	TNL-80	br6	TNL-80
a7	TNL-80	b7	TNL-80	c7	TNL-80	d7	TNL-80	br7	TNL-80	br7	TNL-80
a8	TNL-80	b8	TNL-80	c8	TNL-80	d8	TNL-80	br8	TNL-80	br8	TNL-80
a9	TNL-80	b9	TNL-80	c9	TNL-80			br9	TNL-80	br9	TNL-80
a10	TNL-80	b10	TNL-80	c10	TNL-80			br10	TNL-80	br10	TNL-80
a11	TNL-80	b11	TNL-80	c11	TNL-80			br11	TNL-80	br11	TNL-80
a12	TNL-80	b12	TNL-80	c12	TNL-80						
a13	TNL-80	b13	TNL-80	c13	TNL-80					BR1	TNL-145
a14	TNL-80	b14	TNL-80	c14	TNL-80					BR2	TNL-145
		b15	TNL-80							BR3	TNL-145
								BR1	TNL-145		
A1	TNL-180	B1	TNL-180	C1	TNL-145	D1	TNL-145	BR2	TNL-145		
A2	TNL-180	B2	TNL-180	C2	TNL-145	D2	TNL-145	BR3	TNL-145	BRI	TNL-400
A3	TNL-145	B3	TNL-145	C3	TNL-145						
A4	TNL-145	B4	TNL-145	C4	TNL-145	A Plus	TNL-125	BRI	TNL-400		
A5	TNL-145	B5	TNL-145	C5	TNL-145	B Plus	TNL-125				
A6	TNL-145	B6	TNL-145	C6	TNL-145	C Plus	TNL-125				
						ST1	PPSL 120				
AI	TNL 280	BI	TNL 280	CI	TNL 220	ST2	PPSL 120				
AII	TNL 280	BII	TNL 280	CII	TNL 220						
AIII	TNL 220	BIII	TNL 220	CIII	TNL 180	Stable	TNL 180				



Overview





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

Report No. : **PG\_1770.2021** Sample name: **Rhythm2 XXS** Date measure: **17.03.2021**  
 Manufacturer: **Davinci Products** S/N: **ARTT-XXS22210-PRLBK** Responsible: **Claude Thurnheer**

### Total line length including risers [mm]

	A			B			C			D			E			Main
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff										
Center 1	6230	6242	12	6151	6164	13	6112	6114	2	6236	6234	-2			0	
2	6174	6185	11	6085	6097	12	6113	6114	1	6232	6231	-2			0	
3	6227	6237	10	6141	6148	7	6095	6097	2	6211	6209	-2			0	
4	6186	6192	6	6091	6091	0	6096	6098	2	6206	6206	0			0	
5	6197	6203	6	6101	6102	1	6061	6061	-1	6129	6128	-1			0	
6	6172	6177	5	6070	6070	0	6042	6043	1	6106	6107	1			0	
7	6153	6155	2	6054	6055	1	6031	6030	-1	6098	6099	1			0	
8	6140	6145	5	6046	6047	1	6036	6038	2	6090	6093	3			0	
9	6142	6149	7	6052	6053	1	6000	6004	4			0			0	
10	6086	6093	7	5998	6004	6	5961	5966	5			0			0	
11	6031	6035	4	5954	5960	6	5901	5906	5			0			0	
12	5934	5944	10	5881	5891	10	5860	5864	4			0			0	
13	5883	5892	9	5837	5845	8	5737	5738	1			0			0	
Wing tip 14	5709	5707	-2	5686	5684	-2	5722	5723	1			0			0	
15			0	5673	5672	-1			0			0			0	
16			0			0			0			0			0	
17			0			0			0			0			0	
18			0			0			0			0			0	

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

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

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim	Total length (no carabiner or connect)	Risers	Std	Acc
A	507	404	n/a		A	477	374	
A'	505	405	n/a		A'	475	375	
B	506	437	n/a		B	476	407	
C	508	508	n/a		C	478	478	
Acc	103	*[mm]			Acc	103	*[mm]	
Trimmer	n/a	[mm]			Trimmer	n/a	[mm]	

No. of risers **3**  
 Tolerance [mm] **5**  
 Carabiner [mm] **30**  
 Tolerance [mm] **2**

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

### Acc system configuration



Another trim configuration  
 If yes (description):

Instrument validity	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm] **3**

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

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

<sup>(3)</sup> Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. <sup>(4)</sup>Tolerance

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

Report No. : **PG\_1736.2020** Sample name: **Rhythm2 M** Date measure: **26.02.2021**  
 Manufacturer: **Davinci Products** S/N: **ART-M22820-GPYB** Responsible: **Claude Thurnheer**

### Total line length including risers [mm]

		A			B			C			D			E			
		Manu <sup>(2)</sup>	Sample	Diff	Manu												
Center	1	7052	7059	7	6963	6960	-4	6923	6919	-4	7063	7057	-6			0	
	2	6991	6994	3	6891	6889	-2	6926	6921	-5	7060	7055	-5			0	
	3	7053	7049	-4	6956	6951	-5	6907	6903	-4	7037	7033	-4			0	
	4	7008	7007	-1	6903	6902	-1	6909	6903	-6	7033	7028	-5			0	
	5	7022	7022	0	6915	6913	-2	6874	6873	-1	6951	6951	0			0	
	6	6996	6992	-4	6883	6882	-1	6854	6851	-3	6925	6925	0			0	
	7	6975	6972	-3	6866	6865	-1	6843	6840	-3	6917	6913	-4			0	
	8	6962	6959	-3	6857	6857	0	6848	6846	-2	6909	6902	-7			0	
	9	6964	6964	0	6865	6863	-2	6809	6806	-3			0			0	
	10	6901	6903	2	6806	6808	2	6765	6764	-2			0			0	
	11	6839	6839	0	6757	6760	3	6696	6695	-1			0			0	
	12	6729	6730	1	6673	6675	2	6649	6648	-1			0			0	
Wing tip	13	6671	6666	-5	6623	6623	0	6501	6491	-10			0			0	
	14	6468	6464	-5	6445	6438	-7	6483	6476	-7			0			0	
	15			0	6429	6417	-12			0			0			0	
	16			0			0			0			0			0	
	17			0			0			0			0			0	
	18			0			0			0			0			0	

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

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

Total length (incl. Carabiner or connect)	Risers				Total length (no carabiner or connect)	Risers		
	A	A'	B	C		A	A'	B
	527	527	527	529	497	497	497	
	407	407	446	529	377	377	416	
	n/a	n/a	n/a	n/a			499	
							499	
	Acc	120	*[mm]		Acc	120	*[mm]	
	Trimmer	n/a	[mm]		Trimmer	n/a	[mm]	

No. of risers **3**  
 Tolerance [mm] **5**

Carabiner [mm] **30**  
 Tolerance [mm] **2**

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

### Acc system configuration



Another trim configuration  
 If yes (description):

Instrument validity	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm] **3**

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

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

<sup>(3)</sup> Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. <sup>(4)</sup>Tolerance

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

Report No. : **PG\_1758.2020** Sample name: **Rhythm2 XS** Date measure: **26.02.2021**  
 Manufacturer: **Davinci Products** S/N: **ARTT-XS22900-GPYB** Responsible: **Claude Thurnheer**

### Total line length including risers [mm]

	A			B			C			D			E			Main
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff										
Center 1	6490	6498	8	6408	6413	5	6368	6373	5	6497	6496	-1			0	
2	6432	6436	4	6339	6347	8	6369	6371	2	6494	6491	-3			0	
3	6488	6496	8	6398	6402	4	6351	6351	0	6472	6466	-6			0	
4	6446	6451	5	6348	6355	7	6352	6352	0	6467	6463	-4			0	
5	6458	6465	7	6359	6363	4	6318	6320	2	6389	6390	1			0	
6	6433	6437	4	6326	6330	4	6298	6299	1	6365	6363	-2			0	
7	6413	6419	6	6310	6315	5	6288	6291	3	6357	6360	3			0	
8	6400	6405	5	6302	6305	3	6293	6298	5	6348	6348	0			0	
9	6402	6409	7	6309	6315	6	6256	6256	0			0			0	
10	6343	6345	2	6254	6259	5	6215	6221	6			0			0	
11	6286	6288	2	6209	6215	6	6151	6155	4			0			0	
12	6184	6188	4	6131	6138	7	6109	6111	2			0			0	
13	6131	6135	4	6085	6090	5	5977	5981	4			0			0	
Wing tip 14	5948	5951	3	5925	5926	1	5961	5965	4			0			0	
15			0	5911	5915	4			0			0			0	
16			0			0			0			0			0	
17			0			0			0			0			0	
18			0			0			0			0			0	

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

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

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim	Total length (no carabiner or connect)	Risers	Std	Acc
A	507	393	n/a		A	477	363	
A'	504	392	n/a		A'	474	362	
B	505	430	n/a		B	475	400	
C	507	507	n/a		C	477	477	
			n/a					
Acc	114	*[mm]			Acc	114	*[mm]	
Trimmer	n/a	[mm]			Trimmer	n/a	[mm]	

No. of risers **3**  
 Tolerance [mm] **5**

Carabiner [mm] **30**  
 Tolerance [mm] **2**

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

### Acc system configuration



Another trim configuration  
 If yes (description):

Instrument validity	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm] **3**

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

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

<sup>(3)</sup> Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. <sup>(4)</sup>Tolerance

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

Report No. : **PG\_1746.2020** Sample name: **Rhythm2 L** Date measure: **26.02.2021**  
 Manufacturer: **Davinci Products** S/N: **ARTT-L22920-PRLBK** Responsible: **Claude Thurnheer**

### Total line length including risers [mm]

	A			B			C			D			E			Main
	Manu <sup>(2)</sup>	Sample	Diff	Manu	Sample	Diff										
Center 1	7386	7399	13	7284	7287	3	7237	7247	10	7384	7390	6			0	
2	7314	7319	5	7209	7213	4	7241	7248	7	7381	7384	3			0	
3	7378	7381	3	7277	7281	4	7222	7225	3	7358	7359	1			0	
4	7332	7338	6	7222	7226	4	7225	7228	3	7354	7353	-1			0	
5	7347	7354	7	7236	7243	7	7190	7197	7	7270	7273	3			0	
6	7321	7324	3	7203	7205	2	7169	7176	7	7244	7250	6			0	
7	7299	7301	2	7186	7189	3	7158	7161	3	7235	7238	3			0	
8	7285	7289	4	7177	7179	2	7164	7166	2	7226	7227	1			0	
9	7287	7292	5	7185	7190	5	7123	7132	9			0			0	
10	7221	7224	3	7124	7133	9	7077	7086	9			0			0	
11	7157	7162	5	7073	7080	7	7005	7014	9			0			0	
12	7041	7041	0	6985	6990	5	6956	6965	9			0			0	
13	6980	6982	2	6932	6935	3	6797	6802	5			0			0	
Wing tip 14	6767	6765	-2	6743	6742	-1	6778	6784	6			0			0	
15			0	6727	6726	-1			0			0			0	
16			0			0			0			0			0	
17			0			0			0			0			0	
18			0			0			0			0			0	

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

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

Total length (incl. Carabiner or connect)	Risers				Total length (no carabiner or connect)	Risers		
	A	A'	B	C		A	A'	B
	526	526	528	526	496	496	498	
	398	397	443	526	368	367	413	
	n/a	n/a	n/a	n/a			496	
							496	
	Acc	128	*[mm]		Acc	128	*[mm]	
	Trimmer	n/a	[mm]		Trimmer	n/a	[mm]	

No. of risers **3**  
 Tolerance [mm] **5**

Carabiner [mm] **30**  
 Tolerance [mm] **2**

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

### Acc system configuration



Another trim configuration  
 If yes (description):

Instrument validity	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm] **3**

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

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

<sup>(3)</sup> Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. <sup>(4)</sup>Tolerance

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

Report No. : **PG\_1759.2020** Sample name: **Rhythm2 S** Date measure: **26.03.2021**  
 Manufacturer: **Davinci Products** S/N: **ARTT-S22910-BYRBK** Responsible: **Claude Thurnheer**

### Total line length including risers [mm]

		A			B			C			D			E			
		Manu <sup>(2)</sup>	Sample	Diff	Manu												
Center	1	6786	6792	6	6700	6706	6	6660	6659	-1	6795	6794	-1			0	
	2	6727	6732	5	6629	6637	8	6662	6662	0	6792	6793	1			0	
	3	6786	6791	5	6691	6695	4	6644	6644	0	6769	6765	-4			0	
	4	6742	6749	7	6640	6649	9	6645	6648	3	6765	6764	-1			0	
	5	6765	6765	0	6651	6660	9	6612	6612	0	6685	6683	-2			0	
	6	6730	6732	2	6620	6620	0	6592	6592	-1	6660	6659	-1			0	
	7	6709	6713	4	6604	6605	1	6581	6580	-1	6653	6650	-3			0	
	8	6697	6699	2	6596	6594	-2	6586	6588	2	6644	6644	0			0	
	9	6699	6702	3	6603	6606	3	6547	6546	-1			0			0	
	10	6637	6639	2	6544	6548	4	6505	6507	2			0			0	
	11	6577	6580	3	6497	6502	5	6439	6439	0			0			0	
	12	6472	6474	2	6417	6420	3	6394	6395	1			0			0	
	Wing tip	13	6416	6417	1	6369	6371	2	6255	6254	-1			0			0
14		6223	6218	-5	6200	6197	-3	6238	6239	1			0			0	
15				0	6185	6185	-1			0			0			0	
16				0			0			0			0			0	
17				0			0			0			0			0	
18				0			0			0			0			0	

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

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

Total length (incl. Carabiner or connect)	Risers	Std	Acc	Trim	Total length (no carabiner or connect)	Risers	Std	Acc
A	526	396	n/a		A	496	366	
A'	526	396	n/a		A'	496	366	
B	526	439	n/a		B	496	409	
C	526	526	n/a		C	496	496	
				n/a				
Acc	130	*[mm]			Acc	130	*[mm]	
Trimmer	n/a	[mm]			Trimmer	n/a	[mm]	

No. of risers **3**  
 Tolerance [mm] **5**

Carabiner [mm] **30**  
 Tolerance [mm] **2**

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

### Acc system configuration



Another trim configuration  
 If yes (description):

Instrument validity	date
Laser distance meter	07.09.2023
Line measurements system	07.09.2023

Uncertainty of instrument [mm] **3**

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

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

<sup>(3)</sup> Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. <sup>(4)</sup>Tolerance