Triton 2

Version 1.1
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This manual contains important information and instructions to use your glider. Please read the following pages carefully before your first flight. For questions and suggestions please contact us: info@nova-wings.com.

To find further information about this or other products please visit our website: www.nova-wings.com

To fully use all our maintainance and guarantee services you have to register your glider on our website. (click LOGIN & REGISTRATION)

For more information on our guarantee services have a look here: http://www.nova-wings.com/english/nova/guarantee.html

Now we wish you many nice ours in the air and a safe landing at the end of every flight.

NOVA Team

NOVA

Since the company was founded in 1989, NOVA has become one of the world's leading paraglider manufacturers with their head office in Terfens/Austria.

NOVA consists of a highly qualified team and most of the team members share the passion of flying with those pilots, who decided to fly a NOVA glider.

This passion and our Know-How are the fundamental parts of our work. By now, the passion and the Know-How are continuously growing. This is why we are for example pioneers in the area of air flow simulations, which allows us to predict certain properties of a new wing quite accurately on the computer.

Last but not least we have outstanding test pilots who provide a substantial contribution to make every new wing an unmistakable NOVA glider, which impresses in every aspect.

But NOVA doesn't only just stand for the development and the design of paragliders. We also want to take the responsibility for the manufacture of our gliders. That's why the production of NOVA-gliders takes place in our factory in the Hungarian town of Pécs. This allows us to influence important factors, for example quality assurance during the whole production process. Furthermore we can guarantee fair working conditions for about 100 NOVA-employees in Hungary.

We are convinced that the customer benefits from better employee working conditions, in terms of high-quality products.

What we want to achieve are happy and enthusiastic pilots, because the future of our sport depends on the enthusiasm of the people who are part of this wonderful sport.

The TRITON 2

The NOVA Triton 2 is a breath of fresh air in the serial performance glider class, which follows in the tradition of former DHV 2/3 wings. On the one hand, the Triton 2 offers impressively good performance and therefore the potential for league, competition and ambitious XC flights; on the other hand, the flying characteristics of the wing are completely manageable for an experienced pilot. So it is exactly what discerning pilots want: the ultimate flying machine, which combines performance with certification-appropriate safety.

Thanks to the selected moderate aspect ratio (6.4 flat) the Triton 2 offers the whole range of flying characteristics: the wing is agile, brake pressure is low and it invites you to play above the landing field after completing a satisfying XC flight. The Triton 2 therefore offers everything a keen cross-country pilot wants: excellent performance, good certification-appropriate passive safety, a wing that is greedy for the best lift in thermals, very sensitive brakes and a glider that offers an exceptionally high fun factor.

Short technical description

The TRITON 2 has 71 cells. Ten of those cells are closed stabilo cells on each side.

The risers consist of 3 belts. On the first two belt (red) the A main lines are attached. Furthermore the speed system is fixed on the first A belt. On the next two belts the B and C stem lines are attached.

Safety

The Triton 2 is a performance three-liner suited to a skilled and experienced pilot. And they will get what they expect: a wing with exceptional performance which has been fully tested in all possible collapse scenarios. The leading edge of the Triton 2 is reinforced with extremely flexible rods, but these are short and end just after the A area.

In comparison to the Triton 1, the A area was not set back. For this reason, collapses are generally less extensive – we found this both during induced asymmetric collapses using the A-riser, as well as in spontaneous collapses in turbulent air. With a moderate aspect ratio of 6.4 (flat) the Triton 2 continues the tradition of its predecessors, the Tycoon and Triton 1.

We recommend to all TRITON 2 pilots to test the behaviour after collapses themselves (during an SIV) to get their own impression.

Handling Characteristics

To improve the handling characteristics we were aiming for the precise feedback of the Mentor 2 but we tried to reduce the brake pressure. The result is a very agile glider, that offers slightly more damping than the MENTOR 2, to relax the pilot during long flights, as well as in turbulent conditions.

One other reason for the easy handling characteristics is the small projected aspect ratio. (same as on the MENTOR 2) This makes it comfortable to control the glider in demanding conditions.

We were also taking a lot of care about the behaviour in accelerated flight. The pressure on the speed bar is very light and the wing increases speed efficiently. Combined with the high stability, it is very comfortable to use the whole speed range of the TRITON 2.

Performance

The TRITON 2 offers a lot more performance than any other NOVA glider ever did. We are convinced that the TRITON 2 stands on top of the EN-C segment.

But pure performance doesn’t help a lot if the glider is not stable enough to fly through bumpy air without collapses. The TRITON 2 excels in such conditions and cuts through turbulence with high pitch stability. Due to the small operating forces of the speed system it is easy to perform pitch corrections if necessary.

Target Group

The TRITON 2 is an XC wing for ambitious XC-pilots, who want maximum performance but who don't want to fly a “hot” competition wing all day long in demanding conditions.

Pilots requirements

The TRITON 2 is a high-aspect ratio wing with high performance. We only recommend the wing for very experienced pilots who have solid experience and fly regulary. The high aspect ratio increases the risk of cravattes in case of a big collapse. A TRITON 2 pilot should know how to deal with such a situation.

And even more the pilot should know, how to avoid such situations: Stabilising the glider in turbulent conditions should be completely automated.

Otherwise, it's not possible to use the performance potential of this glider.

We recommend to permanently work on your flying skills, by attending a SIV course, by training take-offs an a training hill or by ground handling the glider. All this will help you, to get a better understanding of your glider and to become a better pilot.

Every pilot, who flies on their own has to be able to decide if their skills and equipment is adequate for the respective conditions. The TRITON 2 offers a high level of safety for a skilled pilot, but misjudgements may still have serious consequences.

The best way to avoid misjudgements is a defensive approach to the sport. Some times it makes sense to pass on a flight, instead of getting yourself into conditions you cannot handle. Regular training improves your skills and enables you to enjoy your flights, even in more difficult conditions.

Please consider these thoughts!

General information before implementing

First flight

Every NOVA glider has to be flown and checked through a NOVA dealer. This flight (date and pilot) has to be entered on the stabilo of the wing.

Registration

To get all warranty and service features, you have to register your glider on our Homepage. Please choose “LOGIN&REGISTRATION” and follow the advice for registration

Scope of delivery

The TRITON 2 is shipped with a rucksack, an inner pack sack, a riserbag, the speed system, a windsock, the manual and a patch.

Modifications on the glider

Any modification (e.g. change of line lengths, changes on the speed system) causes a loss of air worthiness. We recommend that you contact NOVA before performing any kind of change.

Suited harnesses

The TRITON 2 is approved for any harness of the class “GH” (without diagonal bracing). This means almost every harness which is currently available.

The choice of the harness has a big influence on the flight characteristics of the TRITON 2. There are harnesses which allow very effective weight shifting on the one hand, but which tip to the side in turbulences quite undamped on the other hand.

Other harnesses don’t allow extreme weight shifting, but they will give the pilot a calmer feel in turbulent conditions.

Weight range

Each size of the TRITON 2 is certified for a certain weight range. The weight refers to the “overall take off weight”. This means the weight of the pilot, the glider, the harness and all other equipment.

If you fly the TRITON 2 on the lower half of the weight range, the agility decreases and the glider will be more damped. In strong turbulences the wing tends to deform and to collapse slightly more than with a higher wing loading. If you mainly fly in weak conditions and you are not a fan of a very dynamic flight behaviour, you should consider flying the TRITON 2 in this weight range.

If you fly the TRITON 2 on the upper half of the weight range, the agility and the stability in turbulences will increase. Also the speed will increase slightly. The self damping will decrease in turns, as well as after collapses, so if you often plan to fly in bumpy conditions and you want a dynamic flight characteristic you should go for the top of the weight range.

Sizes M and L have an extended weight range: (M: 110-115kg, L: 120-130kg). For XC-flying we rather recommend the upper third of the normal weight range. Especially in weaker conditions, flying within the extended weight range leads to disadvanteges in climbing.

Flying the TRITON 2

We suggest performing your first flights with a new wing in calm conditions to get used to the flight behaviour without any stress. We also recommend to do some take-offs on a training hill or some ground handling to get a good feeling for your glider from the very beginning.

Launch

Before every take off the pilot has to ensure that the equipment is in a proper condition, especially the glider, the harness and the reserve system.

Just before launch we recommend a check routine, which should be performed carefully. (Many accidents at take off could be avoided by a proper check!)

We recommend the following routine:

1.) Strapped up (Leg strap and chest strap on the harness and helmet strap all done up)

2.) Clipped in (Risers untwisted and connected to the karabiners, speed system attached and karabiners properly closed)

3.) Lines (A lines on top, all lines sorted, brake line unlooped between brake handle and pulley)

4.) Glider (glider lies arched with opened cell openings at take off.)

5.) Wind and airspace (wind suitable for launch and airspace in front of take off free of other gliders)

The TRITON 2 has a very well balanced and easy take off behaviour. Corrections are easy to perform at any time and no special advice is needed for forward or reverse launches.

A proper take off technique can only be learnt by intensive training. That's why we recommend to spend some time on a training hill every once in a while. Also some ground handling will improve your take off skills. The best thing is to have an experienced pilot with you who can help with some advice.

Like this, you will soon be able to launch your glider confidently, even in difficult conditions. This will add a lot of safety to your flying and it allows you to enjoy your flights from the very beginning.

Normal flight

If you release both brakes ("Hands up") the TRITON 2 glides at the so called "trim speed". At this speed, the glide ratio reaches its maximum.

If you fly into a headwind or through sinking air, you should use the accelerator to maximise your glide ratio. If you use the accelerator in turbulent conditions, you have to consider more demanding reactions in the case of a collapse. So you should keep more distance from the ground if you fly accelerated.

If you fly in strong turbulences we recommend applying both brakes slightly. This increases the stability and you get good feedback through the brakes, which is necessary to fly your wing actively.

Flying actively means permanent control and correction of the angle of attack in turbulent air. If you fly from lift into an area of sinking air, the angle of attack will decrease and the wing will pitch down. A good pilot will realise this even before the wing pitches down, by a reduced brake pressure. The right

reaction would be to apply the brakes more and thereby increase brake pressure to prevent the wing from pitching down or even from collapsing in turbulent conditions.

Flying from sinking air into lift is just the opposite: Without any pilot action, the angle of attack would increase and the wing would pitch up. The pilot can feel this, by an increased brake pressure. In this situation, the pilot should release the brakes to reduce the pitch movement.

To generalize:

If the brake pressure decreases and if the wing pitches down, the pilot should apply more brakes. If the brake pressure increases and if the wing pitches up, the brakes should be released.

With proper active flight control, the pilot can avoid most of the collapses and keep control in every moment. The best way to learn this is of course flying, but ground handling definitely helps to improve the feeling for the glider. A good training exercise is to stabilise the wing above your head with the brakes, without looking at it. This helps as well for improving the forward launch.

Turning

A smooth turn is an interaction of inner brake, outer brake and weight shifting. The difficulty is finding the right amount, which is important if you want to climb efficiently in thermals.

The TRITON 2 turns quite sensitively, so only small inputs are needed for performing precise turns. Tight and quick turns or fast changes of turning direction without unwanted pendulum movement are quite complex and take some training. It should be the goal of every pilot to master these skills perfectly.

Attention:

If you can’t use the brakes for steering the glider you can use the C-risers instead. (This might be necessary for example, if the brake lines tangled up due to a bad pre-launch check or less likely, if the main brake line tears).

The TRITON 2 can be turned quite well with the C-risers combined with weight shifting. You can also land the glider nice and smooth just with the C-risers. Don’t pull the C-risers too much, to avoid a deep stall!

Landing

Landing the TRITON 2 is very easy. In turbulent conditions we recommend applying brakes (approximately 20% of the available brake travel) during the whole approach. This will increase the stability of the glider and the feeling of the wing.

Just before touch down you should apply more brake. Many times it makes sense to induce a stall.

Attention:

A deep stall in just 2 meters height can cause a quite violent touch down. Make sure to not fully apply the brakes until you are close enough to the ground.

Manoeuvres for fast decent

Big ears

To do big ears, pull the outer A-line (attached on a separate belt) on both sides. Keep the brake handles (without extra wraps) in your hands.

As long as you keep both outer A-risers pulled, the wingtips will be folded and the sink speed will increase. We recommend to additionally push the speed bar to increase the sink speed further and to also increase forward speed. The drag of the folded wingtips increases the angle of attack. By pushing the speed bar, this effect is compensated.

To end the manoeuvre, release the A-risers. If the wingtips don’t open automatically, you can inflate them by applying the brakes with a short impulse movement.

B-Stall

You can enter a B-Stall by symmetrically pulling both B-risers approximately 15cm. The force is quite high at the beginning, but decreases when you pull down further. To get a good hold of the risers, it makes sense to grab them on top at the shackles.

Especially in turbulent air the TRITON 2 tends to deform a lot. That's why we don't recommend this manouvre.

Deep spiral

The deep spiral is the most demanding of the three manoeuvres. (Ears, B-Stall and Deep Spiral) You should only practise it with a lot of altitude. The best way is to learn it under professional guidance.

Entering a deep spiral can be divided into two phases:
First, you fly a turn by applying one brake and by shifting your weight to the same side, the glider will bank up and increase its turning speed. This phase ends at a sink rate of roughly 8m/s – 10m/s. (depending on the wing loading)

Then at the beginning of the second phase the g-forces increase rapidly and the leading edge will lean towards the ground. In a fully developed deep spiral, the leading edge is almost parallel to the ground. The maximum sink rate with the TRITON 2 can get up to 25m/s and more.

The first attempts to fly a deep spiral should be stopped clearly before reaching the second phase to get used to the quick rotation and to practice the exit without pendulum swinging. The exit should be performed by simply releasing the inner brake with a neutral weight-shift. The TRITON 2 will then decrease its bank angle and go back to normal flight. To avoid a pendulum movement, the inner brake has to be pulled in the moment the wing wants to reduce its bank rapidly.
By applying the inner brake again, you force the glider to exit the spiral movement not rapidly but during two or three rotations. It is very important to master this exercise before continuing to the second phase of the deep spiral.

The pilot will feel the entering of this phase by the suddenly increased g-force. In this moment, the pilot is being pushed to the outer side of the harness. It is important to not counteract. So the pilot should lean to the outer side to avoid a stable spiral. (See below)

If the pilot weight shifts to the outer side, the spiral movement will get slower as soon as the pilot releases the inner brake. The rest of the exit works as explained above for the first phase of the deep spiral.

If the pilot shifts his weight clearly to the inner side, the TRITON 2 might stay in a deep spiral, even when releasing both brakes. In this case, it helps to apply the outer brake, or both brakes and of course to shift the weight to the outer side.

Please don’t underestimate the difficulty of learning the deep spiral. The sink rates are a lot higher than what you are used to from other manoeuvres and the

fast rotation might lead to disorientation. The high g-loads of up to 3g make the manoeuvre even more demanding as you might have problems like the so called “black out”, where you temporarily lose your vision due to the g-load. It is very important to get a feeling for the reactions of your body to this manoeuvre.

If you practice it well, it is a fun manoeuvre that enables you to loose height faster than with any other manoeuvre.

C-Stall

This manoeuvre can be found sporadically in some paragliding literature. We don’t recommend it, because entering and exiting the C-stall can be very demanding and dangerous for many pilots.

Collapses

Asymmetric collapse

If you fly in strong turbulences, one side of the glider might collapse. This happens if one side of the wing doesn’t produce lift anymore, due to a low angle of attack. If there is no lift, the lines get loose and the wing deforms or collapses.

Most of these collapses are rather small – they only affect a small part of the wingspan. In such a case, the TRITON 2 continues to fly almost unaffected. If the collapse affects 50% of the wingspan or more, the wing will react considerably:

Due to the increased drag of the collapsed wing, the glider will turn to the collapsed side. Furthermore, the glider will pitch down because of the increased wing loading. (The glider has to increase its speed because of the reduced area – that’s what causes the pitching down.)

The pilot can prevent the glider from pitching and turning, by applying the brake on the non collapsed side of the wing. If a collapse occurs close to the ground it is essential to react properly. The proper reaction should be taught at high altitude, ideally under professional guidance.

As explained above, most of the collapses can be prevented, if you fly actively!

Front tuck

A front tuck occurs, if the angle of attack gets too low on the whole wingspan, then the whole leading edge will collapse. After the asymmetric tuck, the TRITON 2 will go back to normal flight automatically. The pilot can expedite the opening process by slightly applying both brakes.

Stall manoeuvres

Spin

If you pull one brake too much, you might induce a so called spin. The centre of rotation is no longer far outside the wing (like during a normal turn), but it moves inside the wing. Furthermore the rotation speed increases. The TRITON 2 will go back to normal flight, if the pilot releases both brakes. The TRITON 2's spin behaviour is easily manageable: It takes a lot of brake travel to induce the spin, and then the pilot has quite some time to react and release both brakes.

Fullstall

If you pull both brakes too far, the wing will perform a so called full stall. The wing suddenly stops its forward motion, but the pilot is still moving forward. So from the pilots view, the glider will tilt backwards. It is very important to not release the brakes in this moment. Otherwise the glider might surge forward below the pilot.

The Full Stall is a complex manoeuvre and the perfect execution can not be explained in this manual. If you want to learn a proper full stall, it makes sense to do this under professional guidance.

The available brake travel before stalling the wing depends on the size. It is approximately 60cm for the TRITON 2 19, 63cm for the TRITON 2 21, 66cm for the TRITON 2 23, 70cm for the TRITON 2 25, and 73cm for the TRITON 2 27. Those numbers are just a rough indication. (The publication of the brake travel is claimed by the EN 926.)

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 do many intended spins and full stalls to get a feeling for the stall behaviour.

Deep/Parachutal stall

The Deep Stall, or Parachutal Stall is kind of the pre stage to a Full Stall. The wing has no forward motion and a high sink speed, but it is almost fully inflated. The pilot can enter the Deep Stall by applying both brakes. It is very difficult to keep the wing in a Deep Stall: If you pull the brakes a little too much, the glider will enter a Full Stall. If you release the brakes too much, the glider will go back to normal flight. To practice a Deep Stall, it is necessary to master the Full Stall first.

A very old or worn out glider with a porous cloth or with a changed trim (due to many winch launches, or deep spirals) might stay in a deep stall even after releasing both brakes. Do not apply the brakes in such a situation, because the wing would then enter a full stall ! You can exit the deep stall by pushing the speed bar, or by simply pushing the A-risers forward. If you fly through rain, the risk of a deep stall is higher. We strongly advice against flying in rainy conditions. If it happens, that you get into rainfall, we recommend not performing a B-stall or Big Ears. Our recommendation is to leave the rain as soon as possible and to fly with both brakes released, or even accelerated, as this reduces the risk of a deep stall. (The available brake travel before entering a deep stall may be reduced significantly.)

Cravates

After a big collapse or after a badly executed Full Stall, a part of the wing might be tangled up in the lines, and won't reopen automatically. This is what you call a cravate. During our extensive test flights with the TRITON 2 we never experienced a cravate but this situation can not be eliminated with any paraglider.

In case of a cravate we recommend the following actions:

1.) Counter steer: Probably the wing wants to turn to the side of the cravate. In some cases, the turning happens quickly and will end in a stable deep spiral without the pilot's action. So it is important to react quickly by counter steering.

2.) Opening the cravate by applying the brake with an impulse movement: Some cravats can be opened with this method. It is important to keep the wing in straight flight by pulling the other brake all the time.

3.) Pulling the stabilo line: Some cravats can be opened by strongly pulling the stabilo line. (It is the orange line on the B-riser. Have a look at it or grab it every once in a while and you will be able to react quicker in a moment of danger.)

4.) Full stall: Many cravats can be opened by using the Full Stall. But of course you have to have solid experience with this manoeuvre to be able to use it properly.

5.) Reserve: If you loose control or if you are not absolutely sure that you have enough height for further attempts to recover, immediately use your reserve!

Many pilots wait way too long before using their reserve. Some don't use the reserve at all if they lose control of their glider. We strongly recommend to at least mentally practice the use of the reserve from time to time: Grab the handle of the reserve in flight, like you would do it in case of emergency. Many clubs or schools offer to throw the rescue for example in a gym. The most realistic way of training is to use the reserve in real flight. Many SIV Clinics offer that as part of their training.

Please use these possibilities: There are already too many pilots, who almost forgot that they have a reserve they could use, which is a very bad precondition to use it without hesitating in a dangerous moment.

Winch launch

The TRITON 2 is very easy to launch on the winch. You should start to climb at a flat angle.
We recommend the use of a towing device which accelerates the glider during the winch launch.

Speed system

Mounting the speed system

Most harnesses have two pulleys on each side. Some light harnesses have simple rings instead. Guide the accelerator ropes (included in the delivery) from top to bottom through these pulleys. Then fix the speed bar on the bottom of the ropes.

It is important to adjust the length correctly. If you set it too short, the glider might fly accelerated all the time, which definitely has to be avoided. If you set it too long, you might not be able to use the full accelerator travel.

We suggest adjusting the length quite long and then try to estimate the free travel in flight to shorten it after the flight.

Using the accelerator in flight

The speed system is very effective and smooth running. The glide performance is very good up to the maximum speed of the TRITON 2. Please consider, that the wing behaves more dynamic if a collapse occurs in accelerated flight. You should be aware, that you might need more height to recover to normal flight!

Attention:
It doesn't make sense to apply the brakes during accelerated flight. This will reduce the glide performance considerably, and it will make the wing more unstable. (Unlike in non accelerated flight!)

To turn, simply shift weight, or push the speed bar asymmetrically. (If you push the right side further, the wing will perform a left turn.)

You should also use the accelerator for pitch control: If the glider pitches up, push the speed bar more, if it pitches down, release the speed bar.

Measurements of the speed systems (publication required by EN 926)

If you use all the available accelerator travel, the A riser will get about 18cm shorter than the C riser on the TRITON 2 S and TRITON 2 M.

Service and maintenance

General advice

To keep your glider in good condition for many years, please consider the following advice:

- Don't expose your glider to unnecessary UV radiation – for example by leaving it on the landing site unpacked.
- Don't fold the nylon rod reinforcements at the cell openings too hard.

- If you pack the glider when it is wet or just damp, it has to be dried later. Don't leave it packed in a wet condition!

- When you practice ground handling, avoid crashing the glider hard on the ground with the leading edge, as this might lead to damage.

- Avoid unnecessary dirt or sharp stones touching the lines and the cloth. Don't step on the lines if they are laying on a stony surface!

- Humidity combined with dirt can lead to shrinking of the lines and thereby to the wrong trim on your glider.

- Sand and Saltwater (sweat) may damage the lines in the long run.

- To store your glider for a longer time, avoid a humid or a very hot environment. (Like in a car during hot summer days)

Cleaning

To clean the wing, only use water and a cleaning cloth. Never use any solvents. If there is sand, dirt or small stones inside the canopy, you should remove them because they will damage the coating of the cloth and the seams in the long run.

Repair

Repairs may only be performed by authorised service centres or by NOVA.
You can repair small holes or tears in the cloth (smaller than 5cm) yourself with a special self adhesive repair tape. (You can order it at NOVA or in any service centre.) If you are not sure about the damage, or if the damage affects parts of a seam, please contact NOVA. (info@nova-wings.com)

Check

We suggest a trim inspection (Nova Trim Tuning NTT) in the first year after the date of purchase (new glider). In the case that the NTT is done, the next full check (NFS: NOVA full service) has to be done 3 years after purchase (new glider).

In the case of commercially used gliders, (tandems or school gliders) the NFS has to be performed every year.

In the case that the NTT is not done, the wing needs a full check after 2 years. The check expert can define the next check interval on the basis of the wing's condition. In areas where conditions are harsh on the material (i.e. by salty air

next to the coast), an annual complete check (NFS) is strongly recommended! The check has to be confirmed with the check-stamp on the stabilo. All necessary documents for the inspection can be found on the NOVA homepage (http://www.nova-wings.com): Downloads: Check.

The date of purchase of the new glider is decisive for any deadline concerning NTT and NFS, as well as for guarantee.

Independent from the deadlines mentioned above:
A check (NFS) has to be performed not later than after 200 hours of flight, or after 400 flights. (Depending on what happens first.)

More information about our check system: http://www.nova-wings.com/english/info_zone/ntt.html

Environment friendly behaviour:

Apart from self-evident things, like not leaving your rubbish behind, we would like to appeal for a thoughtful behaviour towards animals, like birds of prey or game animals. If you notice, that your fly by affects those animals (like causing a shortening reaction) please increase your distance.

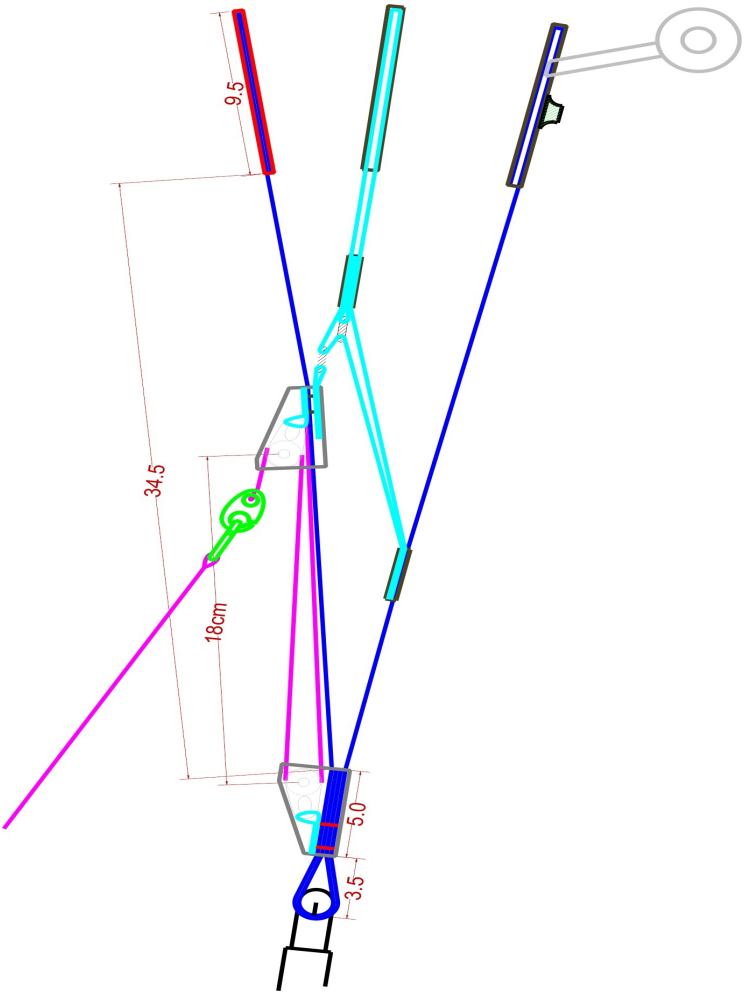
Disposal

Disused paragliders need a proper disposal. If you are not sure about the correct removal, please send your glider to NOVA.

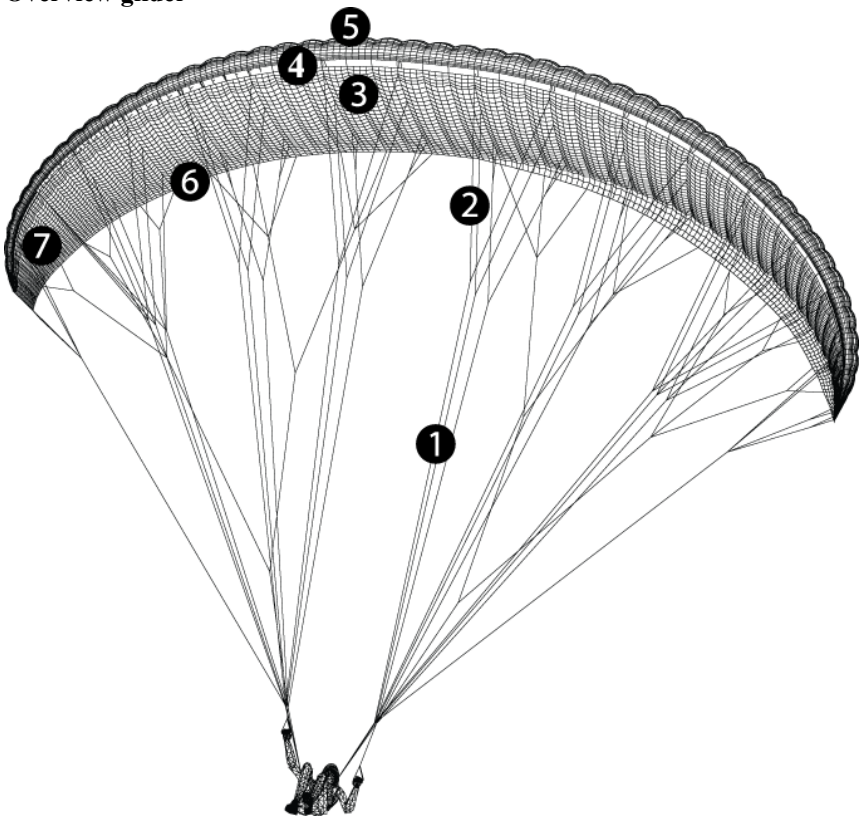
Technical data

Size		S	M	L
No. of cells			71	
Span proj.	**m**	9,7	10,22	10,62
Area proj.	**m²**	20	22,17	23,98
Aspect ratio proj.			4,7	
Span	**m**	12,34	12,98	13,5
Area	**m²**	23,73	26,29	28,43
Aspect ratio			6,4	
Line diameter	**mm**			
Line length	**m**	7,19	7,57	7,87
Line consumption	**m**	253	267	278
max. profile depth	**m**	2,35	2,48	2,78
min. profile depth	**m**	0,55	0,58	0,61
Weight	**kg**	5,1	5,4	5,7
Take-off weight LTF/EN[1]	**kg**	80-100	90-115	100-130
Certification LTF/EN		**C**	**C**	**C**

Overview risers



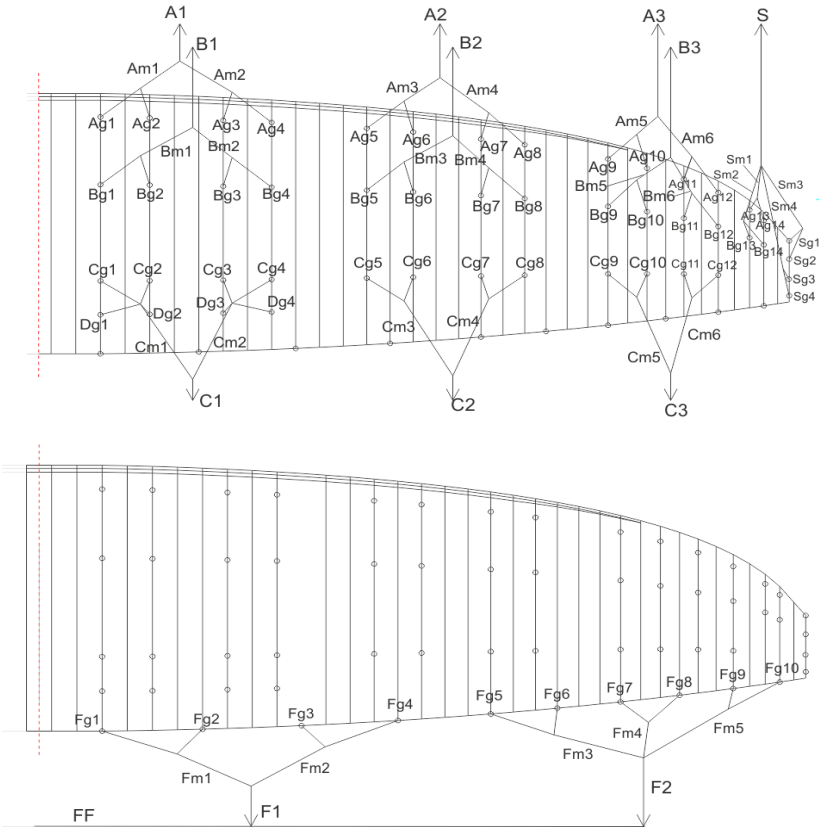
Overview glider



1 Stem Lines
2 Top Lines
3 Bottom sail
4 Cell Openings
5 Top sail
6 Trailing edge
7 Nameplate

Line plans

TRITON 2



Line lengths

	S	M	L	Supplier	Line type S,M	Line type L
A1	493,2	519,4	540,4	Liros	PPSL160-RED	PPSL200-RED
A2	472,3	498,0	518,6	Liros	PPSL160-RED	PPSL160-RED
A3	502,6	530,3	552,4	Elderid	ED8kU-120D-RED	ED8kU-120D-RED
AM01	151,0	158,8	165,1	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
AM02	145,5	153,4	159,6	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
AM03	156,0	164,1	170,6	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
AM04	148,3	156,3	162,6	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
AM05	106,0	111,5	115,9	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
AM06	100,4	105,8	110,1	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
AG01	73,5	77,3	80,4	Liros	DC60-RED	DC60-RED
AG02	65,9	69,4	72,3	Liros	DC60-RED	DC60-RED
AG03	67,5	71,0	73,8	Liros	DC60-RED	DC60-RED
AG04	70,2	73,9	76,9	Liros	DC60-RED	DC60-RED
AG05	69,5	73,1	76,0	Liros	DC60-RED	DC60-RED
AG06	61,4	64,7	67,3	Liros	DC60-RED	DC60-RED
AG07	62,1	65,3	67,9	Liros	DC60-RED	DC60-RED
AG08	62,6	65,9	68,6	Liros	DC60-RED	DC60-RED
AG09	57,9	60,9	63,4	Liros	DC60-RED	DC60-RED
AG10	51,0	53,7	55,9	Liros	DC60-RED	DC60-RED
AG11	49,7	52,3	54,3	Liros	DC60-RED	DC60-RED
AG12	48,8	51,4	53,4	Liros	DC60-RED	DC60-RED
AG13	31,7	33,3	34,6	Liros	DC60-RED	DC60-RED
AG14	24,7	26,0	27,1	Liros	DC60-RED	DC60-RED
B1	490,6	516,7	537,6	Liros	PPSL160-YEL	PPSL160-YEL
B2	471,0	496,7	517,2	Liros	PPSL160-YEL	PPSL160-YEL
B3	501,5	529,1	551,3	Elderid	ED8kU-120D-RED	ED8kU-120D-RED
BM01	146,3	153,8	159,9	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
BM02	141,0	148,6	154,6	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
BM03	150,9	158,8	165,0	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
BM04	144,0	151,7	157,9	Elderid	ED8kU-120DD-RED	ED8kU-135DD-RED
BM05	102,6	107,9	112,2	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
BM06	98,1	103,3	107,5	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
BG01	73,5	77,3	80,4	Liros	DC60-RED	DC60-RED
BG02	65,8	69,4	72,2	Liros	DC60-RED	DC60-RED
BG03	67,3	70,8	73,6	Liros	DC60-RED	DC60-RED
BG04	70,3	74,0	77,0	Liros	DC60-RED	DC60-RED
BG05	69,4	73,0	75,9	Liros	DC60-RED	DC60-RED
BG06	61,4	64,7	67,4	Liros	DC60-RED	DC60-RED
BG07	61,9	65,1	67,6	Liros	DC60-RED	DC60-RED
BG08	62,7	66,0	68,7	Liros	DC60-RED	DC60-RED
BG09	57,6	60,7	63,1	Liros	DC60-RED	DC60-RED
BG10	51,1	53,9	56,1	Liros	DC60-RED	DC60-RED
BG11	49,3	51,9	53,9	Liros	DC60-RED	DC60-RED
BG12	48,7	51,3	53,3	Liros	DC60-RED	DC60-RED
BG13	30,9	32,6	33,9	Liros	DC60-RED	DC60-RED
BG14	25,6	27,0	28,1	Liros	DC60-RED	DC60-RED

C1	493,9	519,8	541,3	Elderid	ED8kU-135D-RED	ED8kU-135D-RED
C2	470,5	496,2	516,7	Elderid	ED8kU-135D-RED	ED8kU-135D-RED
C3	502,6	530,4	552,6	Elderid	ED8kU-120D-RED	ED8kU-120D-RED
CM01	151,3	159,1	165,4	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
CM02	145,5	153,4	159,6	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
CM03	156,0	164,1	170,6	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
CM04	148,2	156,1	162,5	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
CM05	98,5	103,7	107,8	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
CM06	93,7	98,7	102,8	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
CG01	72,4	76,1	79,1	Liros	DC60-RED	DC60-RED
CG02	64,6	68,0	70,7	Liros	DC60-RED	DC60-RED
CG03	66,3	69,7	72,4	Liros	DC60-RED	DC60-RED
CG04	69,0	72,7	75,6	Liros	DC60-RED	DC60-RED
CG05	69,5	73,1	76,0	Liros	DC60-RED	DC60-RED
CG06	61,4	64,6	67,3	Liros	DC60-RED	DC60-RED
CG07	62,1	65,3	67,9	Liros	DC60-RED	DC60-RED
CG08	62,5	65,8	68,5	Liros	DC60-RED	DC60-RED
CG09	62,8	66,1	68,7	Liros	DC60-RED	DC60-RED
CG10	55,7	58,7	61,0	Liros	DC60-RED	DC60-RED
CG11	53,8	56,7	58,9	Liros	DC60-RED	DC60-RED
CG12	52,8	55,6	57,8	Liros	DC60-RED	DC60-RED
DG01	80,6	85,6	89,0	Liros	DC60-RED	DC60-RED
DG02	73,4	78,2	81,4	Liros	DC60-RED	DC60-RED
DG03	74,8	79,5	82,7	Liros	DC60-RED	DC60-RED
DG04	76,8	81,7	85,0	Liros	DC60-RED	DC60-RED
S	501,4	529,1	551,5	Elderid	ED8kU-120D-RED	ED8kU-120D-RED
SM01	97,5	102,7	106,8	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
SM02	96,6	101,6	105,7	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
SM03	84,9	89,4	93,0	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
SM04	94,4	99,4	103,4	Elderid	ED8kU-90DD-RED	ED8kU-90DD-RED
SG01	28,1	29,5	30,7	Liros	DC60-RED	DC60-RED
SG02	31,4	33,1	34,4	Liros	DC60-RED	DC60-RED
SG03	27,2	28,6	29,8	Liros	DC60-RED	DC60-RED
SG04	34,3	36,1	37,5	Liros	DC60-RED	DC60-RED
FF	236,0	243,0	257,0	Elderid	ED7830-240-ORG	ED7830-240-ORG
F1	248,9	262,1	272,7	Elderid	ED8kU-90D-RED	ED8kU-90D-RED
F2	227,4	240,2	250,5	Elderid	ED8kU-90D-RED	ED8kU-90D-RED
FM01	183,8	193,3	200,9	Liros	DC60-RED	DC60-RED
FM02	156,5	165,0	171,8	Liros	DC60-RED	DC60-RED
FM03	180,0	189,3	196,7	Liros	DC60-RED	DC60-RED
FM04	172,7	181,2	188,3	Liros	DC60-RED	DC60-RED
FM05	182,9	194,0	201,5	Liros	DC60-RED	DC60-RED
FG01	134,0	141,8	146,1	Liros	DC60-RED	DC60-RED
FG02	97,2	103,5	106,8	Liros	DC60-RED	DC60-RED
FG03	102,1	107,6	111,2	Liros	DC60-RED	DC60-RED
FG04	86,4	91,1	94,8	Liros	DC60-RED	DC60-RED
FG05	66,8	70,2	73,0	Liros	DC60-RED	DC60-RED
FG06	52,1	54,9	57,1	Liros	DC60-RED	DC60-RED
FG07	54,7	57,6	59,9	Liros	DC60-RED	DC60-RED
FG08	51,3	54,0	56,2	Liros	DC60-RED	DC60-RED
FG09	42,7	44,9	46,7	Liros	DC60-RED	DC60-RED
FG10	40,4	42,6	44,3	Liros	DC60-RED	DC60-RED

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