Manual

AUSTER GT2

DGAC

SOL® PARAGLIDERS

Version 1 2 / 2022

Summary

WELCOME TO THE SOL TEAM

You have just acquired a high-quality product, manufactured under one of the most demanding industry standards worldwide. We are certain that this equipment will allow you to learn, increase and amplify your knowledge and technique during your flights.

We hope your paraglider Auster GT 2 will provide you with many nice flights and that you're experiencing moments that will last forever in your memory. This way our philosophy will proof right: security, performance, easy handling and innovation.

Please, read this manual carefully. All necessary information you'll need for your new equipment is right here.

In case of questions or doubts regarding your paraglider or in case you simply are interested in our new products - we are at your dispose.

Thank you very much for choosing SOL PARAGLIDERS.

Symbols

Warnings and important notes - pay attention and read carefully

Additional information

Notes regarding environment protection

IMPORTANT NOTES

- As owner of a Sol Paraglider you are responsible for all possible risks existing by using this equipment. The inappropriate and/or abusive use of your equipment increases this risks.

- It's not possible to transfer this responsibility of risks, using this equipment, to the producer, distributor or seller.

- A regular training, whenever possible, especially on the ground, is indispensable and necessary. A poor handling and control of the glider, especially on the ground, is one of the most frequent causes of accidents.

- Always be prepared to improve your skills. Attending special workshops will improve your skills and maintain your knowledge about materials and techniques, which always are developing, up to date.

- Only use a certified paramotor wing and reserve and use them within the described and certified limits. Remember, if you fly a paramotor wing outside the certified norms your insurance will not pay the damage. It is in your responsibility as a pilot to know what your insurance covers.

- Sol Paragliders is flying and testing every single paraglider produced, to assure our clients full quality and function of every glider. We recommend that every new or reviewed paraglider will be tested on the ground and flew from the training hill by his pilot.

- Never take off without helmet, hand-gloves and boots.

- Check all your equipment before each flight. Never take off with an inappropriate or damaged equipment.

- As pilot you only are allowed to use a paraglider in accordance to your skills and in accordance to the instruction level required in each country.

- Before each flight check your physical and mental state. Are you fit to fly?

- Before take off choose the right paramotor wing and environment, check the weather conditions, if you have any doubt - don't fly.

- Never fly during rain, snow, strong wind, turbulent conditions or if thunderstorm clouds are in the sky.

- If you are always flying with conscious - you'll be able to fly for many years your paramotor.

Auster GT 2 - THE PROJECT

Recommendation

Certification

The Auster GT 2 has a DGAC certification. The certification details are available on: www.solparagliders.com.br.

Special characteristics

Comfort - Security - Performance - Easy handling - Long life

Accessories

Along with your paraglider you receive:

REF - 04364

REF - 04379

REF - 04330

REF - 04047

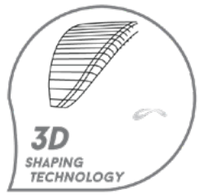
REF - 04311

REF - AC017

REF - 04350

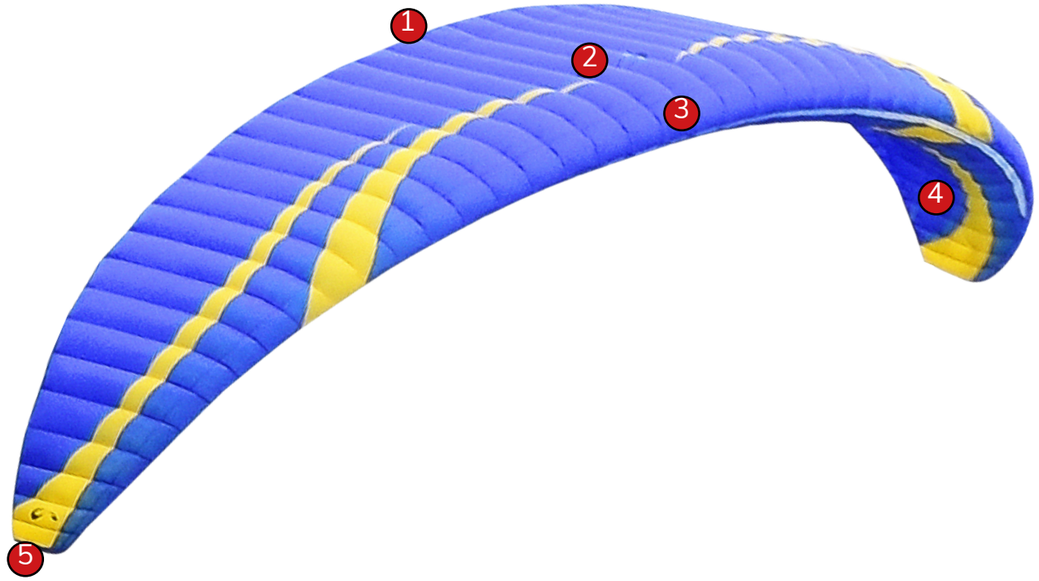
REF - 04320

Tecnologias



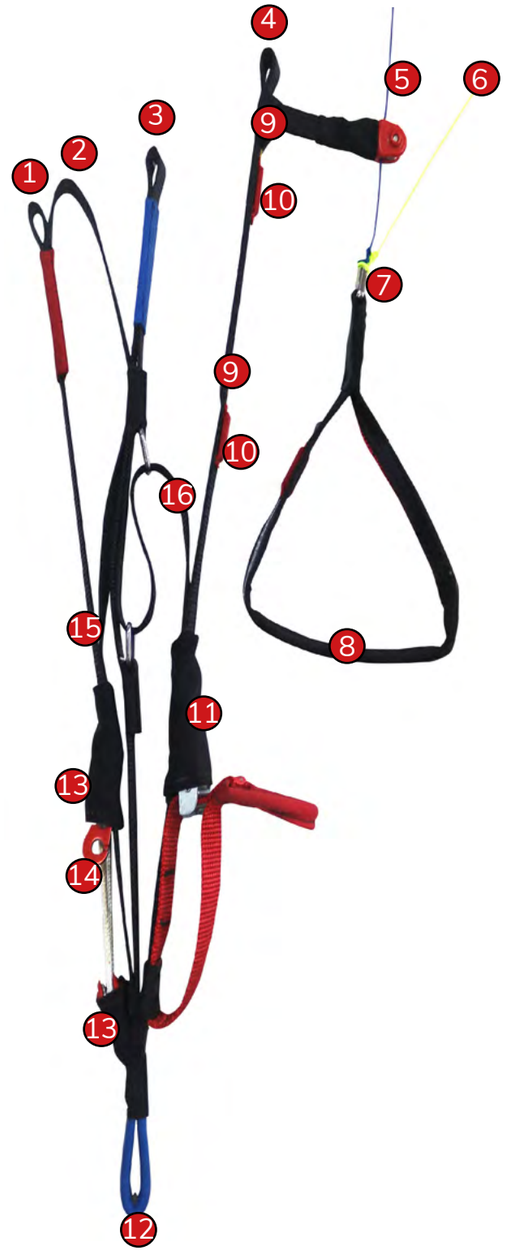
Overview paraglider

1. Trailing edge
2. Top
3. Leading edge
4. Bottom
5. Stabilo
6. Lines
7. Risers



Overview risers

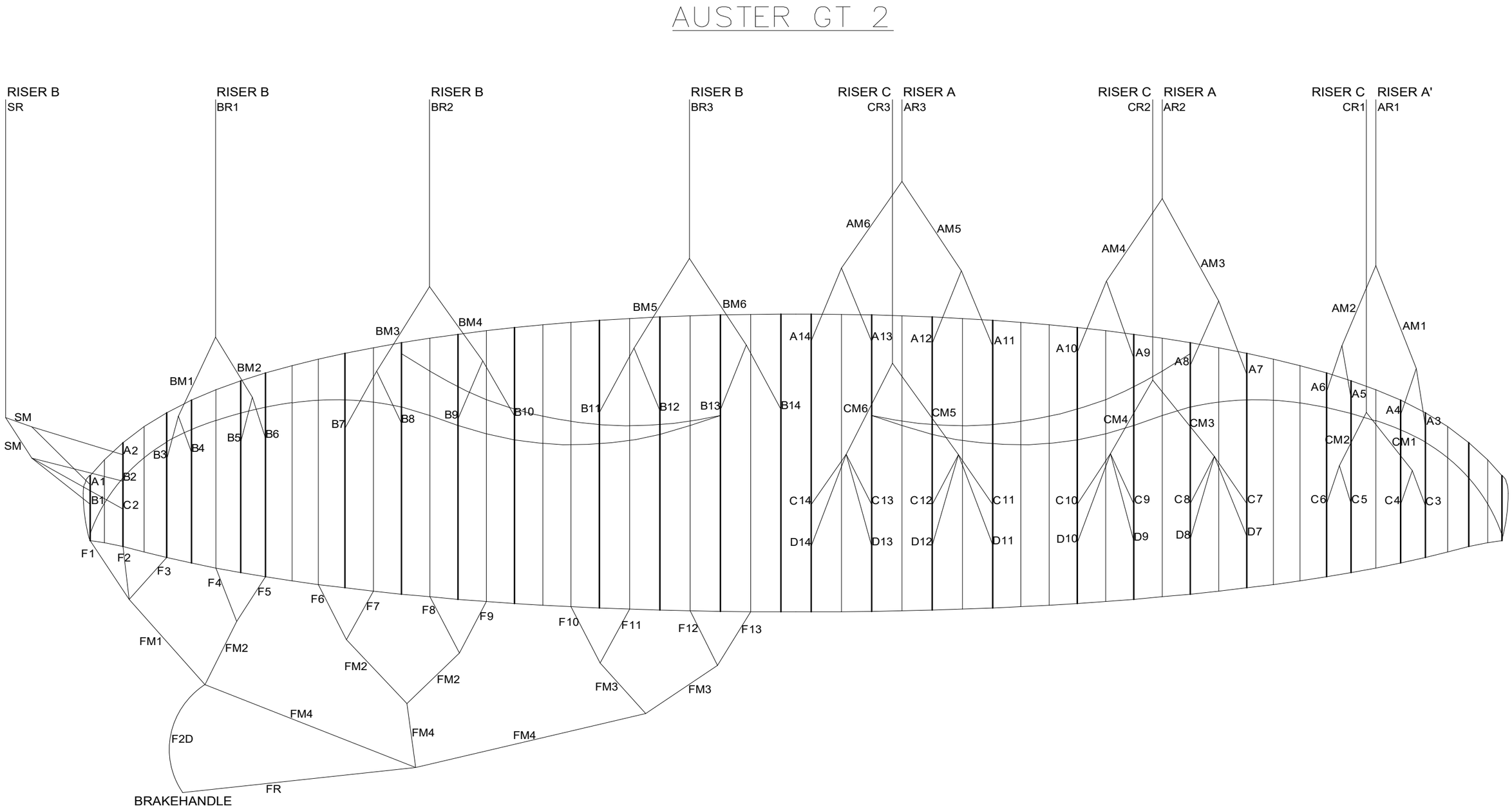
1. Riser A.
2. Riser A'.
3. Riser B.
4. Riser C.
5. Brake lines.
6. Auxiliary brake lines.
7. Brakehandle connection.
8. Brakehandle.
9. Brakehandle adjustiment.
10. Magnetic button.
11. Trimmer.
12. Connection to harness.
13. Accelerator.
14. Accelerator connection.
15. Speed system.
16. Trimmer system.



Line plan

The suspension point design was developed for an ideal weight distribution and long life. During all consideration and calculation, security always is our first goal.. The used material mix for the lines of the Auster GT 2 forms an ideal combination: long life with little deformation and aerodynamic drag.

Never and under no circumstances the line length can be altered!



THE PARAGLIDER - INFORMATION

Take off weight

Each paraglider seize is dedicated to a certain weight range, from a minimum take off weight to a maximum. The take off weight is the sum of the weight of:

1. The pilot.
2. Paramotor wing.
3. The paramotor with reserve.
4. All flight accessories.

It’s not recommended to fly outside the weight range.

If your take off weight is between two weight ranges we suggest the following procedure:

- For a more accurate and dynamic handling or if you usually fly in the mountains and/or turbulent conditions, you should choose to fly in the upper weight range.

- For a better sink rate and if you usually fly above flat land and in light weather conditions, you should choose to fly in the lower weight range.

Tow release take off

The Auster GT 2 can be used for towed flight. The used equipment must be certified, the team handling the equipment must be licensed and you must have done a workshop learning this take off. Always use the special tow connection. The take off only should be done if the canopy is filled completely and steady above the pilots head.

Tandem flight

The Auster GT 2 was not designed and is not certified for tandem flight. SOL Paragliders doesn’t recommend this type of flight.

PREPARING FOR FLIGHT

Laying out the paramotor wing

- Choose an easy training elevation with less inclination for the first flight, without obstacles and a day with easy weather conditions.
- Open your canopy and lay him down in shape of a horseshoe.
- Check fabric and lines, if there is any damage or fatigue caused by wear.
- Check if all quick links are closed.
- Identify, separate and organize all risers A, A', B, C and the brake lines.

It is extremely important that there are no entanglements and/or bunched lines present.

Harness

The regulated distance between the large clips (adjustable at the chest) is 45 cm for the Auster GT 2. Variations of more than 5 cm above these ones will alter the fundamental characteristics of the canopy and are potentially dangerous.

If the distance is not within the range, the glider could have extreme, dangerous or abnormal reaction in flight.

Connecting paramotor wing and harness

Without twisting the risers connect them with the carabiners of the harness. Check if they are connected and positioned in the right way without any twist. The A riser must be in front in flight direction.

Check if the carabiners are really looked and closed!

Accelerator

The Auster GT 2 risers are equiped with trimme and speed system. It can be used in different configurations. It's very important pay attention for the best performance and safety that you wish.

Most of modern harness have pulleys for assembling the Foot Speed System. The line must be firmly attached to the stirrup. The other end of the line is fed through the harness' pulleys and comes out vertically, and must be firmly attached to the clip of the quick look.

In order to adjust the Speed System, we suggest that you connect the harness and the risers, suspended from the ground. Ask a friend to pull the risers (A) upwards. At this time, adjust the length right to the bar in such way to be easily reachable with your feet in flight and by stretching the legs, make sure to allow for a clear path to maximize the accelerator usage.

A	A'	B	C
45 cm	46,5 cm	48 cm	54 cm

Without accelerator - Open trimmer

Measure without quick links

A	A'	B	C
45 cm	45 cm	45 cm	45,5 cm

Without accelerator - Closed trimmer

Measure without quick links

A	A'	B	C
37 cm	39 cm	41 cm	45,5 cm

With accelerator - Closed trimmer

Measure without quick links

A	A’	B	C
37 cm	39 cm	41 cm	53,5 cm

With accelerator - Open trimmer

Measure without quick links

Brake Toggles

In case you switch do another power unit it might be that you have to readjust the lengths of the brake lines. This adjustment can easy be made on the riser, the original adjustment which works with most of the power units on the market.the toggles by 10 cm.

Step 1. Open the toggle knot.

Step 2. Remove the toggle.

Step 3. Remove the line.

Step 4. Undo the loop.

Step 5. Set to setting option.

Step 6. Open the loop.

Step 7. Closed the loop.

Step 8. Pass the main line inside the pulley

Step 9. Close the node with the main and auxiliary line.

Confirm that both sides are symmetric.

Make the necessary readjustments and fill the glider on the ground to make sure that the brakes are working fine before flying with your power glider.

COMMANDS WITH REFLEX PROFILE

Paramotor wings are generally made with reflex profile (auto stable), the degree of stability is determined by each paramotor wing model.

This stability helps to get through small turbulences, so you can take better advantage of wing speed without having to act on the controls.

By following the profile commands and their tightness, without first time, the paramotor wing has a tendency to advance, then slowing down with the trimmer open, is practically unnoticeable with the trimmer closed.

In stronger and turbulent flight conditions, closed trimmer flight is recommended to ensure better control of the paramotor wing.

With open trimmer

More speed, brakes are heavier, less passive security in case of collapse.

With closed trimmer

Less speed, brakes are easier, more passive security in case of collapse.

Start

Have the trimmer 2 (cm) open to improve the inflation, the start speed depends on brake use.

Using the brakes

Without using the brakes:
More stability because of the reflex profile, more speed.

With 10% brakes:
More sustention, less stability, less speed. “CG backs off a little”, profile more unstable cause the use of the brakes are causing deformation of the canopy.

With 50% brakes:
Used in heavy turbulence for reducing speed, increasing the attack angle to avoid an eventual collapse. Used during start to decrease speed and to start within reduced space.

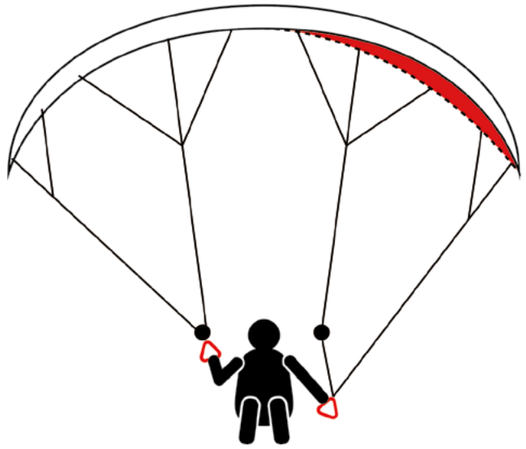
Double command

The Auster GT 2 has an auxiliary command, this double command is used to make curves more open or closed in all conditions of use, regardless of the position of the trimmer.

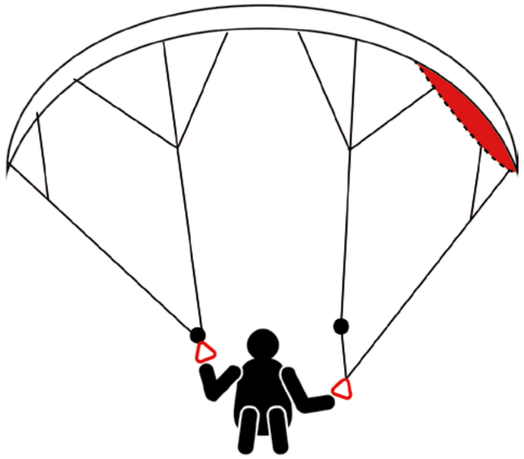
For more open bends, pull the bungs with your arm stretched out.

For more closed bends, pull the bung close to the body.

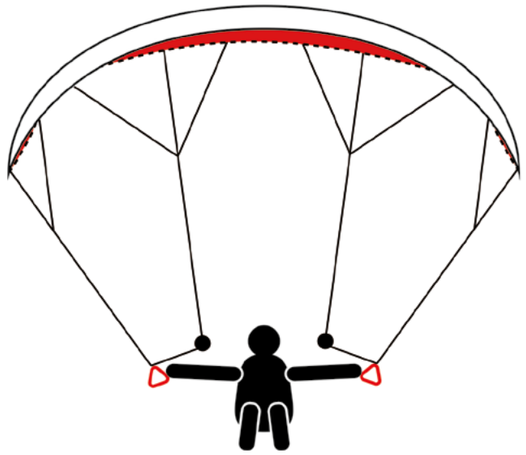
1. Brake lines.
2. Auxiliary brake lines.



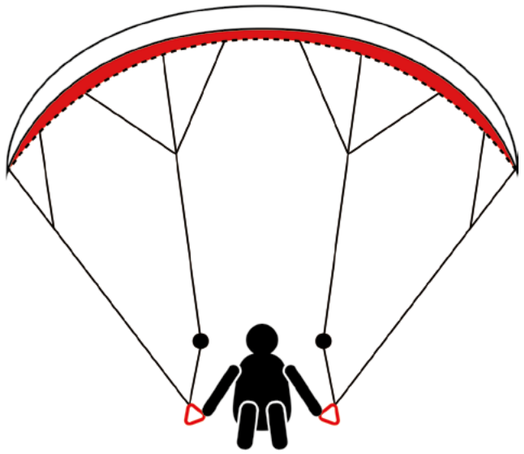
Normal turn - Pull one commands vertically downwards.



Closed turn – Pull one commands downwards close to your body.



Intense speed reduction - Recommended for landings and starts. Pull one commands horizontally downwards to the side.



Normal speed reduction - Pull the two commands vertically downwards.

FLIGHT

Take Off Check List

- Helmet closed?

- Carabiners looked and closed?

- Harness all looks closed?

- Carabiner distance OK.?

- Risers A in hands?

- Brake lines free, toggles in hand?

- Pilot stays in the midst of the canopy?

- Take off area free?

- Paramotor wing and pilot lined up against the wind?

- Air space in take off direction free?

Forward Take off

When ready to takeoff, the pilot must have risers (A) and the toggles in hand. The arms must be extended to the side, as if they are extensions of risers (A).

A decisive run allows a quick and stable inflation. After the initial inflation momentum, the pilot must keep the tension forward on risers (A), not pulling them downwards, until the canopy is above his head. At this point, the brakes must be carefully activated and the pilot must be prepared for possible directional changes.

A move to underneath the center of the paraglider is the best method for corrections, provided there is room for it. The pilot glances at last upwards to ensure the canopy is properly located above, completely unobstructed and inflated. Only at this point, the pilot decides whether or not to takeoff.

When the paramotor wing is beginning to sustain the engine, apply carefully power.

Reverse Take off

The preparation is the same as to forward take off. But this time you have to turn towards the canopy. During the turn lift the hand which is turning away from the paramotor wing with the risers above your head. Now you can inflate the glider with the red (A) risers. Push the risers up and let them go when the canopy is over your head. If necessary use the brakes gently. Turn out and begin the start run.

Attention: check to turn out to the right side. Example you turned with your left side to the glider you have to turn out with your left side to the paramotor wing. Otherwise you will have made a 360 degree turn and all your risers are twisted.

In case of strong wind it could be necessary to make some steps towards the canopy during inflation. This take off method can be used even with little wind.

Takeoff with paratrike

For launching with a paratrike you need a long flat runway. A second person could be helpful. This helper could push your trike to inflate the canopy whilst engine idling. If the paramotor wing is rising let the engine accelerate more and pull the paramotor wing up slowly. After visual check accelerate until you take off.

Sol Paragliders does not recommend using the engine force to inflate the paramotor wing.

Climbing

Avoid a take-off with full throttle, the canopy is in a position a little behind the paramotor, the overdue on the commands during take-off could eventually cause a stall or worse an accident.

Avoid unnecessary risks and always fly with a speed reserve.

Depending on the power unit geometry, it is possible that during the flight you will notice a propeller torque (known as P-factor). It will try to turn you around, so counter-steer with a brake and trimmer set. Open the trimmer of the right side if the canopy is turning right and open the trimmer of the left side if the canopy is turning left.

Turns

The Auster GT 2 is very sensitive, responding instantly to turn commands. Leveled turns can be achieved with the shifting of weight on the risers with minimum altitude loss.

A combination of weight shifting and breaking technique is the most efficient way of executing turns in any situation. The given brake utilized determines the radius of turns. By activating the brakes on the outside edge of the turns, as well as applying maximum weight shifting on the risers, the efficiency and resistance to collapse in turbulences (at the edge of thermals) is increased.

In case it becomes necessary to perform turns in a constrained space we recommend to release the outside brake in the given turn and pull a little more the brake on the inside of the turn. The paramotor wing glides best when no brakes are applied.

The pilot can use the double command to make more closed turns.

By pulling either brake too strongly or suddenly, there is a danger of creating a negative spiral!

Power induced oscillations

It is recommended to use the accelerator when flying against the wind or in zones with descending air. Due to a decreased angle of attack, the canopy may collapse easier than when set at the normal position. The pilot must remember that the higher the speed, the more dynamic the collapse response or symmetric closing will be.

Accelerated flight

It is recommended to use the accelerator when flying against the wind or in zones with descending air. Due to a decreased angle of attack, the canopy may collapse easier than when set at the normal position. The pilot must remember that the higher the speed, the more dynamic the collapse response or symmetric closing will be.

- Exercise the use of the accelerator during calm conditions.
- Be cautious flying accelerated in difficult and turbulent conditions.
- Remember: The higher the speed the higher the descent rate.
- Check always on all accelerator parts for good function and signs of wear.

Active flying

In turbulent conditions it is not recommended to fly the power glider with full speed, cause the Auster GT 2 is than more sensitive to deformation and closing. The pilot must remember that the higher the speed, the more dynamic the collapse response or symmetric closing will be.

Landing with paramotor

Always choose a secure and clean landing side with lots of space, great distance to natural obstacles and is not under the influence of turbulent air.

- Leave trimmers 2 cm open to make landing easier.

- The final approach stage must be done in straight line upwind.

- Switch off the engine.

- With less than 30m above ground avoid steer turns, they may result in dangerous pendulous movements and the pilot could crash to the ground with high velocity.

- Before landing get up in your harness with the weight against the chest strap, especially in turbulent conditions.

- Fly with hands up, without brakes, until more or less 1m over ground. In turbulent conditions fly active until the end. Than apply slowly and progressively the brakes to reduce velocity until you can almost without speed land on the ground.

- Always adapt your landing on space, circumstances and wind.

- If the wind is strong and you feel it might be possible been dragged or uplifted after landing, pull symmetrically the B risers. This movement kills the glider fast and controlled and avoids a re-inflation or that the glider turns into a great sail. After killing the glider pull him back to you using the B risers.

Landing with paratrike

The points earlier mentioned are valid, in principle.

For takeoff and landing with a trike you need a larger airstrip.

FAST DESCENT MANEUVERS

The following maneuvers should be used only in emergency situations and need a special training fore safety use. If possible attend a workshop to learn and practice this maneuvers.

This maneuvers are used by cloud entrance and in case of approaching thunderstorms.

All fast descent maneuvers are to be executed with the engine switched off or with motor idling.

All fast descent maneuvers must be executed in light conditions and at sufficient altitude, so that they can be performed as necessary under extreme flying conditions.

Remember: a good weather analysis before flight helps to avoid this maneuvers during flight.

B-Stall

This maneuver provokes a parachute flight and as a result the paraglider is almost unable to be directed.

To initiate the maneuver get the (B) risers closely to the quick links and push them symmetrically and slowly downwards until the canopy profile is deformed. The glider stops to fly forward and descents vertically.

To end the maneuver let go symmetrically and at the same time of the B risers. The glider stops to sing and starts to fly forward again

- All fast descent maneuvers are to be executed with the engine switched off or with motor idling.

- The trimmers need to be all closed.

- In the event risers (B) are pulled too quickly or too deeply, a horseshoe may occur towards the front. In order to regain normal flight, the pilot has to let go of the (B) risers and must apply the brakes lightly.

- In case the parachute flight continous, use the method described below in (parachutal).

Big ears

Sol Paragliders does not recommend doing ears with the XC Runner.

Positive spiral

A positive spiral has a high sink rate. But the high acceleration, G-Force, impedes to fly this maneuver for a long time. The G-Force may cause that the pilot looses his consciousness and spirals until he crashes the ground. The same high energy is acting on the equipment and will shorten his endurance.

A positive spiral never should be exercised in turbulent conditions or strong lateral wind. Under strong wind conditions the pilot has to remember that the lateral drift could be enormous.

When the pilot activates just one brake, slowly and progressively, the paramotor wing inclines sideways in a sharp angle and enters in a steep and quick turn, which may become a positive spiral. During a spiral the rotation radius can be controlled by the force applied to the inside brake.

In order to come out of the spiral, the pilot must release the brake slowly and shift his weight lightly to the outside of the turn. A sudden exit may result in an exaggerated forward movement of the canopy, and cause a collapse. For this reason, on the last turn, the inside brake of a given turn must be softly applied again.

In case the canopy collapses during this process, the spiral must be counter-acted, as the active canopy area will be reduced.

- All fast descent maneuvers are to be executed with the engine switched off or with motor idling.

- Never combine big ears with spirals. The canopy active area reduction plus the ‘G’ force may result in line and/or canopy damage.

- Leaving a fast spiral must be executed slowly and progressively.

- The maneuver requires high altitudes (at least 600 meter over ground) and is dangerous, due high descent ratio the pilot can lose the altitude reference.

EXTREME FLIGHT SITUATIONS

Front-stall

Normally the paramotor wing opens on his own after a front-stall. In turbulent conditions it may happen that the canopy make a fast movement forward, in order to avoid another front-stall it is necessary to apply the brakes precisely.

Caution: If the brake lines are applied too much the glider could get into a full-stall.

In all extreme collapses remember: switch off the engine or with motor idling and don´t apply power.

Lateral closing

Active flying almost ever avoids lateral closing. If lateral closing happens, the canopy folds predictable and progressively from the tip to the center. This corresponds a collapse of 50% or more and results in a slight tendency for a turn. The paramotor wing can be held on course using the brake on the open side.
Normally the paraglider opens on his own. If the collapse happens during accelerated flight the canopy has a more dynamic reaction, but even than the turn can be controlled without problems.

To facilitate the closed side to fill the pilot has to pull down slowly (ca. 2 seconds) the brake on the closed side and let go again (pump). Shifting the weight to the open side helps to re-inflate the sail and increases security, cause the brake has to be used less and this avoids a full-stall.

Without action, the paramotor wing will begin a positive spiral. The pilot must lightly apply the brake on the external side to stop a spiral and at the same time shift his weight on the same side until the canopy is stabilized. Exactly at this stage of pendulum effect under the canopy, it is important that the pilot controls carefully the amount of force applied on the brakes, and often it is needed to decrease the force. Once a straight flight is achieved, the closed side can be re-inflated by the pumping action.

In all extreme collapses remember: switch off the engine or with motor idling and don´t apply power.

Parachutal

This paramotor wing does not have parachutal flight tendencies and recovers on its own from an intentional parachutal flight induced by braking commands. In case of a parachutal flight after an extreme situation loose the brakes and use the accelerator. Before using the brakes again make sure that the glider flies normally.

If the paramotor wing is wet or the regular inspections weren't made, the risk of a parachutal flight exists.

In all extreme collapses remember: switch off the engine or with motor idling and don´t apply power.

Full-stall

The Auster GT 2 has a long way on the brakes before he enters a full-stall. A full-stall happens if the brakes are pulled symmetrically and excessively downwards. Normally the paramotor wing starts to fly backwards and deforms to a horseshoe, the opening on the front.

Before terminating the canopy must be stabilized. Afterwards both brake lines have to be loosened symmetrically and slowly, to avoid that the canopy kicks forward.

In all extreme collapses remember: switch off the engine or with motor idling and don´t apply power.

Negative spiral

The Auster GT 2 has a long way on the brakes and difficulties to enter in a negative spiral. But if one of the brakes is extremely pulled downwards it can happen.
The side with the brake pulled down enters in a stall, while the other side maintains open. In this case the brake must be loosened at once, before the paramotor wing turns 180°, in order to get the paramotor wing back to normal flight. Depending on the situation in which the brake is loosened, the canopy can react quite dynamic and kick forward provoking a collapse.

In all extreme collapses remember: switch off the engine or with motor idling and don´t apply power.

Line Over

If the tip of the wing is trapped in lines it could cause a positive spiral, which is difficult to control. To get out of this situation, first stabilize your wing and get him into normal flight. In other words control direction. Than pump on the side of the Line Over. During this procedure lean on the opposite side, otherwise there is a risk to turn or increase the spiral.
You also may try to pull the stabilo lines (SR), the outer lines on the blue riser (B), to free the canopy. Watch out for the brake to avoid a stall on the clean side.
If the Line Over is big and all the counter action does not help and the paramotor wing is not to manage, release the reserve, whilst you are having height enough.

In all extreme collapses remember: switch off the engine or with motor idling and don´t apply power.

Emergency flying

In case of a brake line crack or the brake line is trapped or anything else happened and doesn't allow to use the brakes, use the (C) risers and weight shifting to steer the glider. Land on the nearest possible side. This situation could happen in case of poor maintenance of the equipment or an extreme flight situation.

- Attention: the steering commands on C risers are much shorter than on the brake lines.

- In all extreme collapses remember: switch off the engine or with motor idling and don´t apply power.

PACKING YOUR PARAMOTOR WING

There are different ways who can help to extend the life of your paramotor wing. One way is to fold the paramotor wing right. It's most important to watch out for the reinforcements to maintain the take off characteristics and the performance. We are recommending the (Origami Method) and the use of a folding cover (see below). Together with your paramotor wing you get a traditional pack sack who also protects your paramotor wing. How to use it we describe after the (Origami Method).

Origami - Method

Step 1: Open the folding cover and pull the partially in. The outside will look like a cabbage. This way you're avoiding that the glider drags over the ground during folding.

Step 2: Begin with the center of the trailing edge. Put one profile over the other. Each side separate.

Step 3: Now do it in the same way with the leading edge profiles. Put the reinforcements of top and bottom in the right way, don't close the cell openings and push out the fabric.

Step 4: Fold the paramotor wing like an accordion from both sides and close the folding cover. Watch out for the lines and fabric closing the zipper.

Step 5: At last fold the folding cover as shown in the photo. This method is very gentle to the more stiffer parts of the paramotor wing.

Traditional - Method

Step 1: Bundle up your paramotor wing in form of a cabbage. This way you're avoiding that the paramotor wing drags over the ground during folding.

Step 2: Begin with the center of the trailing edge. Put one profile over the other. Each side separate.

Step 3: Now do it in the same way with the leading edge profiles. Put the reinforcements of top and bottom in the right way, don't close the cell openings and push out the fabric.

Step 4: Fold the paramotor wing like an accordion from both sides and put one side over the other. Now all reinforcements are laying side-wise one above the other.

Step 5: Fold the sack as shown in the photo. This method is very gentle to the more stiffer parts of the paramotor wing.

Step 6: At last put the paramotor wing into the protection bag.

Storing

Most part of the paramotor wing fabric is Nylon. As all other synthetic materials it suffers and deteriorates under the influence of ultraviolet radiation (UV). It looses his stiffness and gets more porous. Whenever it is possible avoid to submit your paramotor wing to the sun light, it has a high (UV) rate, especially in heights. It is recommended to store your paramotor wing very well whilst it not in use. It should be stored dry in a dry place, protected from (UV) rays, distant from chemical products. Avoid to store the paramotor wing in hot places like the trunk of a car.

Back Pack

We recommend that you store your equipment in the back pack. That way it is easy to transport and protect. Your back pack was designed to be useful and comfort. Do it this way:

Step 1: Open your back pack and put your paramotor wing in.

Step 2: Store your helmet and accessories in the upper part of the back pack.

Step 3: Close all parts and pockets of the back pack.

TIPS FOR CARE

- Over-stressing of individual lines, more than normal load in flight, should be avoided. An excessive deformation is irreversible and can't be undone. For the same reason avoid stepping on the lines, bending or folding them, especially the main lines.

- Always open the paramotor wing on clean ground, otherwise dirt could penetrate the fabric, shorten the lines or damage the canopy. Lines should not be entangled to objects during the phase of inflation, otherwise they could be deformed or damaged. Never step on the canopy, especially not on hard ground.

- Take offs and landings under strong wind conditions could force the paramotor wing to crash uncontrolled with high velocity on the ground, the crash could damage fabric and sewings.

- In case of a Line Over the brake lines could wear of or a main line could be cut by a brake line or crack by friction.

- Handling the paramotor wing on a earthy ground under strong wind conditions accelerates the aging process of your equipment.

- After a water or tree landing the paramotor wing must be sent for inspection to an authorized dealer's workshop.

- It must be avoided that sand, stones or snow enter in the cells, otherwise the weight on the trailing edge could brake the paramotor wing and cause a full-stall. Besides, the sharped edges could damage the sail's fabric.

- After the landing be careful, avoid crashing the leading edge on the ground. Otherwise the material and sewings of the cell openings could be damaged.

- In case the paramotor wing gets in contact with salty water, he must be washed with sweet water and dry in the shadow. Never use tools to accelerate the drying process. Salty water could reduce the line resistance and increase the porosity of the fabric, even washed out with sweet water.

- After any kind of accident: the equipment must be sent for inspection to an authorized dealer's workshop or to the manufacturer.

- Keep up to the required inspection data, to assure that your equipment is always save for use and within the certification requirements.

INSPECTION

Your paramotor wing has strictly to follow the required inspection intervals. The first inspection check is mandatory completing 24 months or 100 hours flights, whichever comes first.
After the first inspection any paramotor wing must be checked yearly or at each 100 hours flights, whichever comes first. In any of these inspections may occur that a shorter period for the next inspection will be defined (f. ex. 6 months or 50 hours flights).
Without performing the mandatory inspections, the paramotor wing loses its certification and the warranty becomes null and void.
After any kind of accident or a long period without use: sent the paramotor wing for inspection to an authorized dealer's workshop or to the manufacturer. It's for your own good.
Minor repairs (see below) you could do by yourself, but all other repairs must only be made by an authorized dealer's workshop or the manufacturer.

REPAIRS

Repairs must only be made by an authorized dealer's workshop or to the manufacturer. In case of minor repairs you are receiving with your paramotor wing a basic repair kit. It contains adhesive labels in case of minor tears and quick link sealing.

FABRIC TEARS

Small tears up to 10 cm away from the line suspension points may be fixed by yourself. Beyond that the maintenance must be made by an authorized dealer's workshop or the manufacturer.

- Clean the spot where the adhesive label will be applied with a humid cloth.
- The adhesive label has to be at least 2,5 cm larger than the tear.
- Round the edges, otherwise the adhesive label could loosen after the aplication.
- Apply on both sides of the tear.

LINE CRACK

In case of a line crack we recommend to contact your dealer, an authorized dealer's workshop or the manufacturer. After the repair test the paramotor wing on the ground and check if everything is alright.

QUICK LINK SEALING

Along with your kit you're get sealing for the quick links. Don't leave your risers without them, because they avoid the movement of the screw nut, making it impossible to open.

WARRANTY

Every paramotor paraglider has a Warranty of 1 Year or 100 Hours of Flight, whichever comes first. Our development technology, through the utilization of quality materials and the adoption of new manufacturing processes, allows us to offer you, our client this added bonus. This warranty is defined as repair or substitution of the defective equipment parts determined by the producer.

1. This warranty refers to materials and possible processing defects of the paraglider. The conditions below have to be considered carefully.

2. This warranty is valid for all paragliders from SOL with LTF/EN certification, rated for leisure use only. This warranty does not include paragliders used professionally (school, competitions, aerobatics, etc).

3. Due to the extreme use, competition and acro paragliders and gliders used professionally are not included in the SOL 3 years (300 flight hours) warranty. All paragliders used for competition or acro have a 1 year warrant for production errors.

WARRANTY TERMS

1. A warranty registration has to be filled out correctly within 30 days after the purchase (you can find the registration here: www.solparagliders.com.br/registro.php).

2. All flights must be logged providing information on date, place and length of flight.

3. The equipment must be kept and used in accordance with the instructions provided in this manual. All the storage, folding, cleaning and care instructions must be carefully taken.

4. Maintenance and inspections can only be performed by the manufacturer or authorized dealers workshops and must be properly documented.

5. Your paraglider has strictly to follow the required inspection intervals. The first inspection check is mandatory completing 24 months or 100 flights, whichever comes first. After the first inspection any wing must be checked yearly or at each 100 flights, whichever comes first. In any of these inspections may occur that a shorter period for the next inspection will be defined (f. ex. 6 months or 50 flights). Without performing the mandatory inspections, the paraglider loses its certification and the warranty becomes null and void.

6. The owner is responsible for all shipping expenses to and from the manufacturer.

7. In order to make a plea for repair or equipment exchange, which shall be decided and performed only by SOL Paragliders, the owner must send the paraglider to the manufacturer with the following documents:

- A copy of all inspection data and the log book (flight data)
- A copy of the warranty registration from SOL Paragliders

TIS WARRANTY DOES NOT COVER

1. Any alterations on original fabric colors, lines and risers.

2. Any damage caused by chemical products, sand, friction, cleaning products or salt water.

3. Any damage caused as a result of errors during operation of the harness, incidents or emergency situations.

4. Any damage caused by inadequate operation of the paraglider.

5. A paraglider that may have been subjected of any alteration from the original design and without proper permission from SOL Paragliders.

6. Damages caused by inappropriate transport, storage or settings of the paraglider.

7. Damages caused by the use of not compatible components with the paraglider.

8. Damages caused by the use of inappropriate packaging for the transport.

9. Products without original identification label and serial number.

10. Handling the paraglider otherwise than to the instructions given in the owner´s manual.

ENVIRONMENT AND RECYCLING

Please be aware of our environment: don't toss your garbage into nature, respect the animals. Remember: nature is our paramotor wing engine. If your paramotor wing gets out of use remember it cannot be recycled. Please give it to your dealer or your flying-school, they should know how to handle it.

OPERATION LIMITS

Based on LTF standard:
- Temperatures from -30oC to +70 oC during the storage should not interfere with the security during the use of the equipment.
- Temperatures from -30oC to +50 oC and oscillation of the relative air humidity between 25% and 100% during use should not interfere with the security.
- Remember, you have acquired a high quality product which has been produced with carefully chosen materials. Think carefully about the storage and handling of your power glider.
- The permission of use expires with -30° C.

FINAL WORDS

Safety is the major theme of our sport. In order to fly safely, pilots must train, study, practice and be alert to the dangers around us. In order to achieve excellent safety levels, we must fly regularly as much as possible, don't go beyond our limitations and avoid exposing ourselves to unnecessary dangers. Learning to fly is a slow process and takes years, so don't pressure yourself. If conditions are not favorable, keep your equipment stored away.

Don't overestimate your skills and be honest with yourself. Every year we see many accidents which in most cases could be prevented with a minor adjustment.

We are a part of the community in which we live: friends, family and even people we don't necessarily know worry about us. Our obligation towards this community is to keep ourselves healthy and that at each landing we will be one landing happier than before. We fly so that we can feel more alive.

We wish you good and safe flights with your new paraglider.

SOL Paragliders Team !!

TECHNICAL DATA

Weight, measure and data

Model	XXS	XS	S	M	L	XL	
Cells	55	55	55	55	55	55	
Real Surface	16,02	18,03	20,03	22,03	24,03	25,86	m²
Real Span	9,44	10,01	10,55	11,07	11,56	11,99	m
Real A/R	5,56	5,56	5,56	5,56	5,56	5,56	
Projected Surface	13,90	15,65	17,38	19,12	20,85	22,44	m²
Projected Span	7,61	8,07	8,51	8,93	9,32	9,67	m
Projected A/R	4,17	4,17	4,17	4,17	4,17	4,17	
Height	604	638	670	700	729	755	cm
Profile max.	211	224	236	247	258	268	cm
Profile min.	46	49	51	54	56	59	cm
Paraglider weight	4,0	4,4	4,9	5,3	5,6	5,9	kg
Take off weight	60 - 95	65 - 100	75 - 110	95 - 130	115 - 150	135 - 170	Kg
Certification	DGAC	DGAC	DGAC	DGAC	DGAC	DGAC	
Accelerator	8	8	8	8	8	8	cm
Risers	3 + 1	3 + 1	3 + 1	3 + 1	3 + 1	3 + 1	
Trimmer	9	9	9	9	9	9	cm
Other connected or adjustable parts	1	1	1	1	1	1	

Parts and materials

Top	WTX 40 PU + Silicon 40 gr/sm
Bottom	WTX 40 PU + Silicon 40 gr/sm
Profiles/Diagonal tapes	Pro-Nyl High Tenacity Nylon rip-stop Hard finish 36 gr/sm
Reinforcements	Nylon Meada 2,4 mm
Reinforcements inside/outside	Cetim Polyester 25 mm
Loops	Fita Polyester / Polipropileno FRL0027 10 X 1.0 mm Ribana White
Sewing thread on canopy	Graal Polyester Filament Continuous 60 White
Sewing thread on risers	Dabond Polyester Filament Continuous 30 - 40 Black
Lines	Liros Dyneema PPSLS 125 - 180 - 260 / Cousin Dyneema 85 / Cousin Technora 988
Quick Links	Ansung Precision 20 mm. 800 kg
Risers	Fita Poliéster Venus VII 19 mm Preta. 1.600 kg
Pulleys	Nylon Sol 12 mm Red
Magnet clip	Ima de Neodimio N35 20 X 10 X 3 mm
Accelerator clip	Aluminum - ISR

Lines

Model	PPSLS 125	PPSLS 180	PPSLS 260	85	988
Manufacturer	Liros GER	Liros GER	Liros GER	Cousin FRA	Cousin FRA
Number resistance test	LKT 1630	LKT 1531	LKT 1529		LT 949
Diameter	1,05 mm	1,25 mm	1,58 mm		2,1 mm
Material	Dyneema	Dyneema	Dyneema	Dyneema	Technora
Rope coating	Polyester	Polyester	Polyester	Polyester	Polyester
Resistance after bending	121,4 daN	142,9 daN	182,3 daN		182,4 daN

Line lengths

Auster GT 2 XXS

	A	B	C	D	F
1	5355	5358			5221
2	5488	5459	5479		5257
3	5634	5602	5616		5313
4	5659	5627	5648		5374
5	5730	5696	5727		5448
6	5772	5735	5770		5679
7	5847	5807	5858	5922	5693
8	5829	5785	5846	5920	5749
9	5842	5795	5862	5944	5844
10	5891	5840	5911	5996	5974
11	5911	5858	5935	6026	6049
12	5893	5836	5915	6010	6170
13	5917	5860	5940	6036	6330
14	5985	5929	6007	6100	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Auster GT 2 S

	A	B	C	D	F
1	5956	5961			5848
2	6104	6073	6097		5892
3	6266	6233	6253		5962
4	6294	6259	6287		6032
5	6372	6335	6374		6115
6	6419	6378	6421		6355
7	6501	6456	6516	6589	6368
8	6479	6429	6499	6583	6427
9	6491	6437	6515	6607	6528
10	6544	6487	6568	6664	6666
11	6564	6503	6590	6693	6745
12	6541	6476	6565	6673	6874
13	6566	6500	6590	6699	7047
14	6640	6575	6664	6769	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Auster GT 2 XS

	A	B	C	D	F
1	5662	5666			5543
2	5803	5772	5795		5583
3	5957	5925	5942		5646
4	5984	5951	5975		5712
5	6059	6023	6059		5791
6	6103	6064	6104		6025
7	6182	6140	6196	6264	6039
8	6162	6116	6181	6261	6097
9	6175	6125	6197	6285	6196
10	6227	6173	6249	6339	6330
11	6248	6191	6272	6369	6407
12	6227	6166	6250	6352	6533
13	6252	6191	6275	6378	6700
14	6323	6263	6347	6445	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Auster GT 2 M

	A	B	C	D	F
1	6237	6244			6138
2	6393	6360	6386		6185
3	6562	6527	6550		6260
4	6590	6555	6586		6334
5	6672	6633	6676		6422
6	6720	6677	6725		6670
7	6805	6758	6822	6899	6682
8	6781	6729	6803	6892	6742
9	6793	6736	6818	6916	6847
10	6847	6786	6872	6973	6989
11	6866	6802	6894	7002	7069
12	6841	6772	6867	6980	7203
13	6865	6796	6891	7006	7382
14	6942	6874	6967	7078	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Auster GT 2 L

	A	B	C	D	F
1	6505	6513			6425
2	6667	6634	6662		6476
3	6843	6808	6833		6556
4	6872	6836	6870		6634
5	6957	6917	6964		6725
6	7008	6963	7014		6970
7	7095	7046	7115	7195	6981
8	7069	7014	7093	7186	7042
9	7081	7021	7107	7210	7150
10	7136	7073	7163	7269	7296
11	7155	7088	7184	7297	7377
12	7127	7055	7154	7272	7515
13	7151	7079	7178	7298	7701
14	7230	7159	7257	7373	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Auster GT 2 XL

	A	B	C	D	F
1	6741	6749			6668
2	6908	6874	6904		6721
3	7091	7055	7082		6806
4	7121	7084	7120		6888
5	7208	7167	7216		6983
6	7260	7214	7269		7233
7	7350	7299	7371	7455	7244
8	7322	7265	7348	7445	7306
9	7333	7271	7362	7468	7417
10	7390	7324	7418	7528	7565
11	7408	7338	7438	7556	7647
12	7378	7303	7406	7529	7788
13	7402	7327	7431	7555	7979
14	7483	7409	7511	7631	

Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Line lengths individually

Auster GT 2 XXS

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / DYNEEMA	85	0.95	894	2
A2	COUSIN / DYNEEMA	85	0.95	1027	2
A3	LIROS PPSLS	125	1,05	367	2
A4	LIROS PPSLS	125	1,05	392	2
A5	LIROS PPSLS	125	1,05	353	2
A6	LIROS PPSLS	125	1,05	395	2
A7	LIROS PPSLS	125	1,05	992	2
A8	LIROS PPSLS	125	1,05	974	2
A9	LIROS PPSLS	125	1,05	987	2
A10	LIROS PPSLS	125	1,05	1036	2
A11	LIROS PPSLS	125	1,05	1056	2
A12	LIROS PPSLS	125	1,05	1038	2
A13	LIROS PPSLS	125	1,05	1062	2
A14	LIROS PPSLS	125	1,05	1130	2
AM1	LIROS PPSLS	125	1,05	960	2
AM2	LIROS PPSLS	125	1,05	107	2
AM3	LIROS PPSLS	180	1,2	1180	2
AM4	LIROS PPSLS	180	1,2	1180	2
AM5	LIROS PPSLS	180	1,2	1180	2
AM6	LIROS PPSLS	180	1,2	1180	2
AR1	LIROS PPSLS	180	1,2	3850	2
AR2	LIROS PPSLS	260	1,58	3220	2
AR3	LIROS PPSLS	260	1,58	3220	2
B1	COUSIN / DYNEEMA	85	0.95	897	2
B2	COUSIN / DYNEEMA	85	0.95	998	2
B3	LIROS PPSLS	125	1,05	335	2
B4	LIROS PPSLS	125	1,05	360	2
B5	LIROS PPSLS	125	1,05	319	2
B6	LIROS PPSLS	125	1,05	358	2
B7	LIROS PPSLS	125	1,05	952	2
B8	LIROS PPSLS	125	1,05	930	2
B9	LIROS PPSLS	125	1,05	940	2
B10	LIROS PPSLS	125	1,05	985	2
B11	LIROS PPSLS	125	1,05	1003	2
B12	LIROS PPSLS	125	1,05	981	2
B13	LIROS PPSLS	125	1,05	1005	2
B14	LIROS PPSLS	125	1,05	1074	2
BM1	LIROS PPSLS	125	1,05	960	2
BM2	LIROS PPSLS	125	1,05	107	2
BM3	LIROS PPSLS	180	1,2	1180	2
BM4	LIROS PPSLS	180	1,2	1180	2
BM5	LIROS PPSLS	180	1,2	1180	2
BM6	LIROS PPSLS	180	1,2	1180	2
SM	LIROS PPSLS	125	1,05	330	6
SRB	LIROS PPSLS	125	1,05	3670	2
BR1	LIROS PPSLS	180	1,2	3850	2
BR2	LIROS PPSLS	260	1,58	3220	2
BR3	LIROS PPSLS	260	1,58	3220	2

Auster GT 2 XXS

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / DYNEEMA	85	0.95	1018	2
C3	LIROS PPSLS	125	1,05	355	2
C4	LIROS PPSLS	125	1,05	387	2
C5	LIROS PPSLS	125	1,05	356	2
C6	LIROS PPSLS	125	1,05	399	2
C7	LIROS PPSLS	125	1,05	1007	2
C8	LIROS PPSLS	125	1,05	995	2
C9	LIROS PPSLS	125	1,05	1011	2
C10	LIROS PPSLS	125	1,05	1060	2
C11	LIROS PPSLS	125	1,05	1084	2
C12	LIROS PPSLS	125	1,05	1064	2
C13	LIROS PPSLS	125	1,05	1089	2
C14	LIROS PPSLS	125	1,05	1156	2
CM1	LIROS PPSLS	125	1,05	960	2
CM2	LIROS PPSLS	125	1,05	107	2
CM3	LIROS PPSLS	125	1,05	1180	2
CM4	LIROS PPSLS	125	1,05	1180	2
CM5	LIROS PPSLS	125	1,05	1180	2
CM6	LIROS PPSLS	125	1,05	1180	2
CR1	LIROS PPSLS	180	1,2	3850	2
CR2	LIROS PPSLS	260	1,58	3220	2
CR3	LIROS PPSLS	260	1,58	3220	2
D7	COUSIN / DYNEEMA	85	0.95	1069	2
D8	COUSIN / DYNEEMA	85	0.95	1067	2
D9	COUSIN / DYNEEMA	85	0.95	1091	2
D10	COUSIN / DYNEEMA	85	0.95	1143	2
D11	COUSIN / DYNEEMA	85	0.95	1173	2
D12	COUSIN / DYNEEMA	85	0.95	1157	2
D13	COUSIN / DYNEEMA	85	0.95	1183	2
D14	COUSIN / DYNEEMA	85	0.95	1247	2
F1	COUSIN / DYNEEMA	85	0.95	733	2
F2	COUSIN / DYNEEMA	85	0.95	769	2
F3	COUSIN / DYNEEMA	85	0.95	825	2
F4	COUSIN / DYNEEMA	85	0.95	571	2
F5	COUSIN / DYNEEMA	85	0.95	645	2
F6	COUSIN / DYNEEMA	85	0.95	687	2
F7	COUSIN / DYNEEMA	85	0.95	701	2
F8	COUSIN / DYNEEMA	85	0.95	757	2
F9	COUSIN / DYNEEMA	85	0.95	852	2
F10	COUSIN / DYNEEMA	85	0.95	787	2
F11	COUSIN / DYNEEMA	85	0.95	862	2
F12	COUSIN / DYNEEMA	85	0.95	983	2
F13	COUSIN / DYNEEMA	85	0.95	1143	2
FM1	COUSIN / DYNEEMA	85	0.95	865	2
FM2	COUSIN / DYNEEMA	85	0.95	1180	2
FM3	COUSIN / DYNEEMA	85	0.95	1375	2
FM4	COUSIN / DYNEEMA	85	0.95	1650	2
F2D	LIROS PPSLS	125	1,05	3611	2
FR	COUSIN / TECHNORA	988	2,1	2170	2

Auster GT 2 XS

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / DYNEEMA	85	0.95	951	2
A2	COUSIN / DYNEEMA	85	0.95	1092	2
A3	LIROS PPSLS	125	1,05	385	2
A4	LIROS PPSLS	125	1,05	412	2
A5	LIROS PPSLS	125	1,05	367	2
A6	LIROS PPSLS	125	1,05	411	2
A7	LIROS PPSLS	125	1,05	1047	2
A8	LIROS PPSLS	125	1,05	1027	2
A9	LIROS PPSLS	125	1,05	1040	2
A10	LIROS PPSLS	125	1,05	1092	2
A11	LIROS PPSLS	125	1,05	1113	2
A12	LIROS PPSLS	125	1,05	1092	2
A13	LIROS PPSLS	125	1,05	1117	2
A14	LIROS PPSLS	125	1,05	1188	2
AM1	LIROS PPSLS	125	1,05	1020	2
AM2	LIROS PPSLS	125	1,05	1140	2
AM3	LIROS PPSLS	180	1,2	1250	2
AM4	LIROS PPSLS	180	1,2	1250	2
AM5	LIROS PPSLS	180	1,2	1250	2
AM6	LIROS PPSLS	180	1,2	1250	2
AR1	LIROS PPSLS	180	1,2	4095	2
AR2	LIROS PPSLS	260	1,58	3430	2
AR3	LIROS PPSLS	260	1,58	3430	2
B1	COUSIN / DYNEEMA	85	0.95	955	2
B2	COUSIN / DYNEEMA	85	0.95	1061	2
B3	LIROS PPSLS	125	1,05	353	2
B4	LIROS PPSLS	125	1,05	379	2
B5	LIROS PPSLS	125	1,05	331	2
B6	LIROS PPSLS	125	1,05	372	2
B7	LIROS PPSLS	125	1,05	1005	2
B8	LIROS PPSLS	125	1,05	981	2
B9	LIROS PPSLS	125	1,05	990	2
B10	LIROS PPSLS	125	1,05	1038	2
B11	LIROS PPSLS	125	1,05	1056	2
B12	LIROS PPSLS	125	1,05	1031	2
B13	LIROS PPSLS	125	1,05	1056	2
B14	LIROS PPSLS	125	1,05	1128	2
BM1	LIROS PPSLS	125	1,05	1020	2
BM2	LIROS PPSLS	125	1,05	1140	2
BM3	LIROS PPSLS	180	1,2	1250	2
BM4	LIROS PPSLS	180	1,2	1250	2
BM5	LIROS PPSLS	180	1,2	1250	2
BM6	LIROS PPSLS	180	1,2	1250	2
SM	LIROS PPSLS	125	1,05	340	6
SRB	LIROS PPSLS	125	1,05	3910	2
BR1	LIROS PPSLS	180	1,2	4095	2
BR2	LIROS PPSLS	260	1,58	3430	2
BR3	LIROS PPSLS	260	1,58	3430	2

Auster GT 2 XS

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / DYNEEMA	85	0.95	1084	2
C3	LIROS PPSLS	125	1,05	376	2
C4	LIROS PPSLS	125	1,05	409	2
C5	LIROS PPSLS	125	1,05	373	2
C6	LIROS PPSLS	125	1,05	418	2
C7	LIROS PPSLS	125	1,05	1065	2
C8	LIROS PPSLS	125	1,05	1050	2
C9	LIROS PPSLS	125	1,05	1066	2
C10	LIROS PPSLS	125	1,05	1118	2
C11	LIROS PPSLS	125	1,05	1141	2
C12	LIROS PPSLS	125	1,05	1119	2
C13	LIROS PPSLS	125	1,05	1144	2
C14	LIROS PPSLS	125	1,05	1216	2
CM1	LIROS PPSLS	125	1,05	1020	2
CM2	LIROS PPSLS	125	1,05	1140	2
CM3	LIROS PPSLS	125	1,05	1250	2
CM4	LIROS PPSLS	125	1,05	1250	2
CM5	LIROS PPSLS	125	1,05	1250	2
CM6	LIROS PPSLS	125	1,05	1250	2
CR1	LIROS PPSLS	180	1,2	4095	2
CR2	LIROS PPSLS	260	1,58	3430	2
CR3	LIROS PPSLS	260	1,58	3430	2
D7	COUSIN / DYNEEMA	85	0.95	1131	2
D8	COUSIN / DYNEEMA	85	0.95	1128	2
D9	COUSIN / DYNEEMA	85	0.95	1152	2
D10	COUSIN / DYNEEMA	85	0.95	1206	2
D11	COUSIN / DYNEEMA	85	0.95	1236	2
D12	COUSIN / DYNEEMA	85	0.95	1219	2
D13	COUSIN / DYNEEMA	85	0.95	1245	2
D14	COUSIN / DYNEEMA	85	0.95	1312	2
F1	COUSIN / DYNEEMA	85	0.95	781	2
F2	COUSIN / DYNEEMA	85	0.95	821	2
F3	COUSIN / DYNEEMA	85	0.95	884	2
F4	COUSIN / DYNEEMA	85	0.95	620	2
F5	COUSIN / DYNEEMA	85	0.95	699	2
F6	COUSIN / DYNEEMA	85	0.95	743	2
F7	COUSIN / DYNEEMA	85	0.95	757	2
F8	COUSIN / DYNEEMA	85	0.95	815	2
F9	COUSIN / DYNEEMA	85	0.95	914	2
F10	COUSIN / DYNEEMA	85	0.95	838	2
F11	COUSIN / DYNEEMA	85	0.95	915	2
F12	COUSIN / DYNEEMA	85	0.95	1041	2
F13	COUSIN / DYNEEMA	85	0.95	1208	2
FM1	COUSIN / DYNEEMA	85	0.95	920	2
FM2	COUSIN / DYNEEMA	85	0.95	1250	2
FM3	COUSIN / DYNEEMA	85	0.95	1460	2
FM4	COUSIN / DYNEEMA	85	0.95	1750	2
F2D	LIROS PPSLS	125	1,05	3830	2
FR	COUSIN / TECHNORA	988	2,1	2290	2

Auster GT 2 S

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / DYNEEMA	85	0.95	1005	2
A2	COUSIN / DYNEEMA	85	0.95	1153	2
A3	LIROS PPSLS	125	1,05	409	2
A4	LIROS PPSLS	125	1,05	437	2
A5	LIROS PPSLS	125	1,05	390	2
A6	LIROS PPSLS	125	1,05	437	2
A7	LIROS PPSLS	125	1,05	1106	2
A8	LIROS PPSLS	125	1,05	1084	2
A9	LIROS PPSLS	125	1,05	1096	2
A10	LIROS PPSLS	125	1,05	1149	2
A11	LIROS PPSLS	125	1,05	1169	2
A12	LIROS PPSLS	125	1,05	1146	2
A13	LIROS PPSLS	125	1,05	1171	2
A14	LIROS PPSLS	125	1,05	1245	2
AM1	LIROS PPSLS	125	1,05	1070	2
AM2	LIROS PPSLS	125	1,05	1195	2
AM3	LIROS PPSLS	180	1,2	1320	2
AM4	LIROS PPSLS	180	1,2	1320	2
AM5	LIROS PPSLS	180	1,2	1320	2
AM6	LIROS PPSLS	180	1,2	1320	2
AR1	LIROS PPSLS	180	1,2	4330	2
AR2	LIROS PPSLS	260	1,58	3620	2
AR3	LIROS PPSLS	260	1,58	3620	2
B1	COUSIN / DYNEEMA	85	0.95	1010	2
B2	COUSIN / DYNEEMA	85	0.95	1122	2
B3	LIROS PPSLS	125	1,05	376	2
B4	LIROS PPSLS	125	1,05	402	2
B5	LIROS PPSLS	125	1,05	353	2
B6	LIROS PPSLS	125	1,05	396	2
B7	LIROS PPSLS	125	1,05	1061	2
B8	LIROS PPSLS	125	1,05	1034	2
B9	LIROS PPSLS	125	1,05	1042	2
B10	LIROS PPSLS	125	1,05	1092	2
B11	LIROS PPSLS	125	1,05	1108	2
B12	LIROS PPSLS	125	1,05	1081	2
B13	LIROS PPSLS	125	1,05	1105	2
B14	LIROS PPSLS	125	1,05	1180	2
BM1	LIROS PPSLS	125	1,05	1070	2
BM2	LIROS PPSLS	125	1,05	1195	2
BM3	LIROS PPSLS	180	1,2	1320	2
BM4	LIROS PPSLS	180	1,2	1320	2
BM5	LIROS PPSLS	180	1,2	1320	2
BM6	LIROS PPSLS	180	1,2	1320	2
SM	LIROS PPSLS	125	1,05	350	6
SRB	LIROS PPSLS	125	1,05	4140	2
BR1	LIROS PPSLS	180	1,2	4330	2
BR2	LIROS PPSLS	260	1,58	3620	2
BR3	LIROS PPSLS	260	1,58	3620	2

Auster GT 2 S

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / DYNEEMA	85	0.95	1146	2
C3	LIROS PPSLS	125	1,05	402	2
C4	LIROS PPSLS	125	1,05	436	2
C5	LIROS PPSLS	125	1,05	398	2
C6	LIROS PPSLS	125	1,05	445	2
C7	LIROS PPSLS	125	1,05	1125	2
C8	LIROS PPSLS	125	1,05	1108	2
C9	LIROS PPSLS	125	1,05	1124	2
C10	LIROS PPSLS	125	1,05	1177	2
C11	LIROS PPSLS	125	1,05	1199	2
C12	LIROS PPSLS	125	1,05	1174	2
C13	LIROS PPSLS	125	1,05	1199	2
C14	LIROS PPSLS	125	1,05	1273	2
CM1	LIROS PPSLS	125	1,05	1070	2
CM2	LIROS PPSLS	125	1,05	1195	2
CM3	LIROS PPSLS	125	1,05	1320	2
CM4	LIROS PPSLS	125	1,05	1320	2
CM5	LIROS PPSLS	125	1,05	1320	2
CM6	LIROS PPSLS	125	1,05	1320	2
CR1	LIROS PPSLS	180	1,2	4330	2
CR2	LIROS PPSLS	260	1,58	3620	2
CR3	LIROS PPSLS	260	1,58	3620	2
D7	COUSIN / DYNEEMA	85	0.95	1196	2
D8	COUSIN / DYNEEMA	85	0.95	1190	2
D9	COUSIN / DYNEEMA	85	0.95	1214	2
D10	COUSIN / DYNEEMA	85	0.95	1271	2
D11	COUSIN / DYNEEMA	85	0.95	1300	2
D12	COUSIN / DYNEEMA	85	0.95	1280	2
D13	COUSIN / DYNEEMA	85	0.95	1306	2
D14	COUSIN / DYNEEMA	85	0.95	1376	2
F1	COUSIN / DYNEEMA	85	0.95	834	2
F2	COUSIN / DYNEEMA	85	0.95	878	2
F3	COUSIN / DYNEEMA	85	0.95	948	2
F4	COUSIN / DYNEEMA	85	0.95	663	2
F5	COUSIN / DYNEEMA	85	0.95	746	2
F6	COUSIN / DYNEEMA	85	0.95	793	2
F7	COUSIN / DYNEEMA	85	0.95	806	2
F8	COUSIN / DYNEEMA	85	0.95	865	2
F9	COUSIN / DYNEEMA	85	0.95	966	2
F10	COUSIN / DYNEEMA	85	0.95	884	2
F11	COUSIN / DYNEEMA	85	0.95	963	2
F12	COUSIN / DYNEEMA	85	0.95	1092	2
F13	COUSIN / DYNEEMA	85	0.95	1265	2
FM1	COUSIN / DYNEEMA	85	0.95	965	2
FM2	COUSIN / DYNEEMA	85	0.95	1320	2
FM3	COUSIN / DYNEEMA	85	0.95	1540	2
FM4	COUSIN / DYNEEMA	85	0.95	1850	2
F2D	LIROS PPSLS	125	1,05	4037	2
FR	COUSIN / TECHNORA	988	2,1	2400	2

Auster GT 2 M

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / DYNEEMA	85	0.95	1046	2
A2	COUSIN / DYNEEMA	85	0.95	1202	2
A3	LIROS PPSLS	125	1,05	430	2
A4	LIROS PPSLS	125	1,05	458	2
A5	LIROS PPSLS	125	1,05	410	2
A6	LIROS PPSLS	125	1,05	458	2
A7	LIROS PPSLS	125	1,05	1165	2
A8	LIROS PPSLS	125	1,05	1141	2
A9	LIROS PPSLS	125	1,05	1153	2
A10	LIROS PPSLS	125	1,05	1207	2
A11	LIROS PPSLS	125	1,05	1226	2
A12	LIROS PPSLS	125	1,05	1201	2
A13	LIROS PPSLS	125	1,05	1225	2
A14	LIROS PPSLS	125	1,05	1302	2
AM1	LIROS PPSLS	125	1,05	1125	2
AM2	LIROS PPSLS	125	1,05	1255	2
AM3	LIROS PPSLS	180	1,2	1385	2
AM4	LIROS PPSLS	180	1,2	1385	2
AM5	LIROS PPSLS	180	1,2	1385	2
AM6	LIROS PPSLS	180	1,2	1385	2
AR1	LIROS PPSLS	180	1,2	4550	2
AR2	LIROS PPSLS	260	1,58	3800	2
AR3	LIROS PPSLS	260	1,58	3800	2
B1	COUSIN / DYNEEMA	85	0.95	1053	2
B2	COUSIN / DYNEEMA	85	0.95	1169	2
B3	LIROS PPSLS	125	1,05	395	2
B4	LIROS PPSLS	125	1,05	423	2
B5	LIROS PPSLS	125	1,05	371	2
B6	LIROS PPSLS	125	1,05	415	2
B7	LIROS PPSLS	125	1,05	1118	2
B8	LIROS PPSLS	125	1,05	1089	2
B9	LIROS PPSLS	125	1,05	1096	2
B10	LIROS PPSLS	125	1,05	1146	2
B11	LIROS PPSLS	125	1,05	1162	2
B12	LIROS PPSLS	125	1,05	1132	2
B13	LIROS PPSLS	125	1,05	1156	2
B14	LIROS PPSLS	125	1,05	1234	2
BM1	LIROS PPSLS	125	1,05	1125	2
BM2	LIROS PPSLS	125	1,05	1255	2
BM3	LIROS PPSLS	180	1,2	1385	2
BM4	LIROS PPSLS	180	1,2	1385	2
BM5	LIROS PPSLS	180	1,2	1385	2
BM6	LIROS PPSLS	180	1,2	1385	2
SM	LIROS PPSLS	125	1,05	320	6
SRB	LIROS PPSLS	125	1,05	4410	2
BR1	LIROS PPSLS	180	1,2	4550	2
BR2	LIROS PPSLS	260	1,58	3800	2
BR3	LIROS PPSLS	260	1,58	3800	2

Auster GT 2 M

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / DYNEEMA	85	0.95	1195	2
C3	LIROS PPSLS	125	1,05	424	2
C4	LIROS PPSLS	125	1,05	460	2
C5	LIROS PPSLS	125	1,05	420	2
C6	LIROS PPSLS	125	1,05	469	2
C7	LIROS PPSLS	125	1,05	1186	2
C8	LIROS PPSLS	125	1,05	1167	2
C9	LIROS PPSLS	125	1,05	1182	2
C10	LIROS PPSLS	125	1,05	1236	2
C11	LIROS PPSLS	125	1,05	1258	2
C12	LIROS PPSLS	125	1,05	1231	2
C13	LIROS PPSLS	125	1,05	1255	2
C14	LIROS PPSLS	125	1,05	1331	2
CM1	LIROS PPSLS	125	1,05	1125	2
CM2	LIROS PPSLS	125	1,05	1255	2
CM3	LIROS PPSLS	125	1,05	1385	2
CM4	LIROS PPSLS	125	1,05	1385	2
CM5	LIROS PPSLS	125	1,05	1385	2
CM6	LIROS PPSLS	125	1,05	1385	2
CR1	LIROS PPSLS	180	1,2	4550	2
CR2	LIROS PPSLS	260	1,58	3800	2
CR3	LIROS PPSLS	260	1,58	3800	2
D7	COUSIN / DYNEEMA	85	0.95	1261	2
D8	COUSIN / DYNEEMA	85	0.95	1254	2
D9	COUSIN / DYNEEMA	85	0.95	1278	2
D10	COUSIN / DYNEEMA	85	0.95	1335	2
D11	COUSIN / DYNEEMA	85	0.95	1364	2
D12	COUSIN / DYNEEMA	85	0.95	1342	2
D13	COUSIN / DYNEEMA	85	0.95	1368	2
D14	COUSIN / DYNEEMA	85	0.95	1440	2
F1	COUSIN / DYNEEMA	85	0.95	876	2
F2	COUSIN / DYNEEMA	85	0.95	923	2
F3	COUSIN / DYNEEMA	85	0.95	998	2
F4	COUSIN / DYNEEMA	85	0.95	702	2
F5	COUSIN / DYNEEMA	85	0.95	790	2
F6	COUSIN / DYNEEMA	85	0.95	838	2
F7	COUSIN / DYNEEMA	85	0.95	850	2
F8	COUSIN / DYNEEMA	85	0.95	910	2
F9	COUSIN / DYNEEMA	85	0.95	1015	2
F10	COUSIN / DYNEEMA	85	0.95	927	2
F11	COUSIN / DYNEEMA	85	0.95	1007	2
F12	COUSIN / DYNEEMA	85	0.95	1141	2
F13	COUSIN / DYNEEMA	85	0.95	1320	2
FM1	COUSIN / DYNEEMA	85	0.95	1010	2
FM2	COUSIN / DYNEEMA	85	0.95	1380	2
FM3	COUSIN / DYNEEMA	85	0.95	1610	2
FM4	COUSIN / DYNEEMA	85	0.95	1940	2
F2D	LIROS PPSLS	125	1,05	4240	2
FR	COUSIN / TECHNORA	988	2,1	2520	2

Auster GT 2 L

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / DYNEEMA	85	0.95	1094	2
A2	COUSIN / DYNEEMA	85	0.95	1256	2
A3	LIROS PPSLS	125	1,05	451	2
A4	LIROS PPSLS	125	1,05	480	2
A5	LIROS PPSLS	125	1,05	430	2
A6	LIROS PPSLS	125	1,05	481	2
A7	LIROS PPSLS	125	1,05	1215	2
A8	LIROS PPSLS	125	1,05	1189	2
A9	LIROS PPSLS	125	1,05	1201	2
A10	LIROS PPSLS	125	1,05	1256	2
A11	LIROS PPSLS	125	1,05	1275	2
A12	LIROS PPSLS	125	1,05	1247	2
A13	LIROS PPSLS	125	1,05	1271	2
A14	LIROS PPSLS	125	1,05	1350	2
AM1	LIROS PPSLS	125	1,05	1175	2
AM2	LIROS PPSLS	125	1,05	1310	2
AM3	LIROS PPSLS	180	1,2	1445	2
AM4	LIROS PPSLS	180	1,2	1445	2
AM5	LIROS PPSLS	180	1,2	1445	2
AM6	LIROS PPSLS	180	1,2	1445	2
AR1	LIROS PPSLS	180	1,2	4760	2
AR2	LIROS PPSLS	260	1,58	3980	2
AR3	LIROS PPSLS	260	1,58	3980	2
B1	COUSIN / DYNEEMA	85	0.95	1102	2
B2	COUSIN / DYNEEMA	85	0.95	1223	2
B3	LIROS PPSLS	125	1,05	416	2
B4	LIROS PPSLS	125	1,05	444	2
B5	LIROS PPSLS	125	1,05	390	2
B6	LIROS PPSLS	125	1,05	436	2
B7	LIROS PPSLS	125	1,05	1166	2
B8	LIROS PPSLS	125	1,05	1134	2
B9	LIROS PPSLS	125	1,05	1141	2
B10	LIROS PPSLS	125	1,05	1193	2
B11	LIROS PPSLS	125	1,05	1208	2
B12	LIROS PPSLS	125	1,05	1175	2
B13	LIROS PPSLS	125	1,05	1199	2
B14	LIROS PPSLS	125	1,05	1279	2
BM1	LIROS PPSLS	125	1,05	1175	2
BM2	LIROS PPSLS	125	1,05	1310	2
BM3	LIROS PPSLS	180	1,2	1445	2
BM4	LIROS PPSLS	180	1,2	1445	2
BM5	LIROS PPSLS	180	1,2	1445	2
BM6	LIROS PPSLS	180	1,2	1445	2
SM	LIROS PPSLS	125	1,05	335	6
SRB	LIROS PPSLS	125	1,05	4615	2
BR1	LIROS PPSLS	180	1,2	4760	2
BR2	LIROS PPSLS	260	1,58	3980	2
BR3	LIROS PPSLS	260	1,58	3980	2

Auster GT 2 L

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / DYNEEMA	85	0.95	1251	2
C3	LIROS PPSLS	125	1,05	447	2
C4	LIROS PPSLS	125	1,05	484	2
C5	LIROS PPSLS	125	1,05	443	2
C6	LIROS PPSLS	125	1,05	493	2
C7	LIROS PPSLS	125	1,05	1239	2
C8	LIROS PPSLS	125	1,05	1217	2
C9	LIROS PPSLS	125	1,05	1231	2
C10	LIROS PPSLS	125	1,05	1287	2
C11	LIROS PPSLS	125	1,05	1308	2
C12	LIROS PPSLS	125	1,05	1278	2
C13	LIROS PPSLS	125	1,05	1302	2
C14	LIROS PPSLS	125	1,05	1381	2
CM1	LIROS PPSLS	125	1,05	1175	2
CM2	LIROS PPSLS	125	1,05	1310	2
CM3	LIROS PPSLS	125	1,05	1445	2
CM4	LIROS PPSLS	125	1,05	1445	2
CM5	LIROS PPSLS	125	1,05	1445	2
CM6	LIROS PPSLS	125	1,05	1445	2
CR1	LIROS PPSLS	180	1,2	4760	2
CR2	LIROS PPSLS	260	1,58	3980	2
CR3	LIROS PPSLS	260	1,58	3980	2
D7	COUSIN / DYNEEMA	85	0.95	1317	2
D8	COUSIN / DYNEEMA	85	0.95	1308	2
D9	COUSIN / DYNEEMA	85	0.95	1332	2
D10	COUSIN / DYNEEMA	85	0.95	1391	2
D11	COUSIN / DYNEEMA	85	0.95	1419	2
D12	COUSIN / DYNEEMA	85	0.95	1394	2
D13	COUSIN / DYNEEMA	85	0.95	1420	2
D14	COUSIN / DYNEEMA	85	0.95	1495	2
F1	COUSIN / DYNEEMA	85	0.95	918	2
F2	COUSIN / DYNEEMA	85	0.95	969	2
F3	COUSIN / DYNEEMA	85	0.95	1049	2
F4	COUSIN / DYNEEMA	85	0.95	742	2
F5	COUSIN / DYNEEMA	85	0.95	833	2
F6	COUSIN / DYNEEMA	85	0.95	883	2
F7	COUSIN / DYNEEMA	85	0.95	894	2
F8	COUSIN / DYNEEMA	85	0.95	955	2
F9	COUSIN / DYNEEMA	85	0.95	1063	2
F10	COUSIN / DYNEEMA	85	0.95	969	2
F11	COUSIN / DYNEEMA	85	0.95	1050	2
F12	COUSIN / DYNEEMA	85	0.95	1188	2
F13	COUSIN / DYNEEMA	85	0.95	1374	2
FM1	COUSIN / DYNEEMA	85	0.95	1060	2
FM2	COUSIN / DYNEEMA	85	0.95	1445	2
FM3	COUSIN / DYNEEMA	85	0.95	1685	2
FM4	COUSIN / DYNEEMA	85	0.95	2020	2
F2D	LIROS PPSLS	125	1,05	4435	2
FR	COUSIN / TECHNORA	988	2,1	2630	2

Auster GT 2 XL

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / DYNEEMA	85	0.95	1130	2
A2	COUSIN / DYNEEMA	85	0.95	1297	2
A3	LIROS PPSLS	125	1,05	464	2
A4	LIROS PPSLS	125	1,05	494	2
A5	LIROS PPSLS	125	1,05	441	2
A6	LIROS PPSLS	125	1,05	493	2
A7	LIROS PPSLS	125	1,05	1265	2
A8	LIROS PPSLS	125	1,05	1237	2
A9	LIROS PPSLS	125	1,05	1248	2
A10	LIROS PPSLS	125	1,05	1305	2
A11	LIROS PPSLS	125	1,05	1323	2
A12	LIROS PPSLS	125	1,05	1293	2
A13	LIROS PPSLS	125	1,05	1317	2
A14	LIROS PPSLS	125	1,05	1398	2
AM1	LIROS PPSLS	125	1,05	1220	2
AM2	LIROS PPSLS	125	1,05	1360	2
AM3	LIROS PPSLS	180	1,2	1500	2
AM4	LIROS PPSLS	180	1,2	1500	2
AM5	LIROS PPSLS	180	1,2	1500	2
AM6	LIROS PPSLS	180	1,2	1500	2
AR1	LIROS PPSLS	180	1,2	4950	2
AR2	LIROS PPSLS	260	1,58	4130	2
AR3	LIROS PPSLS	260	1,58	4130	2
B1	COUSIN / DYNEEMA	85	0.95	1138	2
B2	COUSIN / DYNEEMA	85	0.95	1263	2
B3	LIROS PPSLS	125	1,05	428	2
B4	LIROS PPSLS	125	1,05	457	2
B5	LIROS PPSLS	125	1,05	400	2
B6	LIROS PPSLS	125	1,05	447	2
B7	LIROS PPSLS	125	1,05	1214	2
B8	LIROS PPSLS	125	1,05	1180	2
B9	LIROS PPSLS	125	1,05	1186	2
B10	LIROS PPSLS	125	1,05	1239	2
B11	LIROS PPSLS	125	1,05	1253	2
B12	LIROS PPSLS	125	1,05	1218	2
B13	LIROS PPSLS	125	1,05	1242	2
B14	LIROS PPSLS	125	1,05	1324	2
BM1	LIROS PPSLS	125	1,05	1220	2
BM2	LIROS PPSLS	125	1,05	1360	2
BM3	LIROS PPSLS	180	1,2	1500	2
BM4	LIROS PPSLS	180	1,2	1500	2
BM5	LIROS PPSLS	180	1,2	1500	2
BM6	LIROS PPSLS	180	1,2	1500	2
SM	LIROS PPSLS	125	1,05	350	6
SRB	LIROS PPSLS	125	1,05	4800	2
BR1	LIROS PPSLS	180	1,2	4950	2
BR2	LIROS PPSLS	260	1,58	4130	2
BR3	LIROS PPSLS	260	1,58	4130	2

Auster GT 2 XL

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / DYNEEMA	85	0.95	1293	2
C3	LIROS PPSLS	125	1,05	461	2
C4	LIROS PPSLS	125	1,05	499	2
C5	LIROS PPSLS	125	1,05	455	2
C6	LIROS PPSLS	125	1,05	508	2
C7	LIROS PPSLS	125	1,05	1290	2
C8	LIROS PPSLS	125	1,05	1267	2
C9	LIROS PPSLS	125	1,05	1281	2
C10	LIROS PPSLS	125	1,05	1337	2
C11	LIROS PPSLS	125	1,05	1357	2
C12	LIROS PPSLS	125	1,05	1325	2
C13	LIROS PPSLS	125	1,05	1350	2
C14	LIROS PPSLS	125	1,05	1430	2
CM1	LIROS PPSLS	125	1,05	1220	2
CM2	LIROS PPSLS	125	1,05	1360	2
CM3	LIROS PPSLS	125	1,05	1500	2
CM4	LIROS PPSLS	125	1,05	1500	2
CM5	LIROS PPSLS	125	1,05	1500	2
CM6	LIROS PPSLS	125	1,05	1500	2
CR1	LIROS PPSLS	180	1,2	4950	2
CR2	LIROS PPSLS	260	1,58	4130	2
CR3	LIROS PPSLS	260	1,58	4130	2
D7	COUSIN / DYNEEMA	85	0.95	1372	2
D8	COUSIN / DYNEEMA	85	0.95	1362	2
D9	COUSIN / DYNEEMA	85	0.95	1385	2
D10	COUSIN / DYNEEMA	85	0.95	1445	2
D11	COUSIN / DYNEEMA	85	0.95	1473	2
D12	COUSIN / DYNEEMA	85	0.95	1446	2
D13	COUSIN / DYNEEMA	85	0.95	1472	2
D14	COUSIN / DYNEEMA	85	0.95	1548	2
F1	COUSIN / DYNEEMA	85	0.95	956	2
F2	COUSIN / DYNEEMA	85	0.95	1009	2
F3	COUSIN / DYNEEMA	85	0.95	1094	2
F4	COUSIN / DYNEEMA	85	0.95	776	2
F5	COUSIN / DYNEEMA	85	0.95	871	2
F6	COUSIN / DYNEEMA	85	0.95	921	2
F7	COUSIN / DYNEEMA	85	0.95	932	2
F8	COUSIN / DYNEEMA	85	0.95	994	2
F9	COUSIN / DYNEEMA	85	0.95	1105	2
F10	COUSIN / DYNEEMA	85	0.95	1003	2
F11	COUSIN / DYNEEMA	85	0.95	1085	2
F12	COUSIN / DYNEEMA	85	0.95	1226	2
F13	COUSIN / DYNEEMA	85	0.95	1417	2
FM1	COUSIN / DYNEEMA	85	0.95	1100	2
FM2	COUSIN / DYNEEMA	85	0.95	1500	2
FM3	COUSIN / DYNEEMA	85	0.95	1750	2
FM4	COUSIN / DYNEEMA	85	0.95	2100	2
F2D	LIROS PPSLS	125	1,05	4600	2
FR	COUSIN / TECHNORA	988	2,1	2720	2

DGAC

MINISTÈRE CHARGÉ DES TRANSPORTS
Liberté Égalité Fraternité

dgac direction générale de l'Aviation civile
DSAC

FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c		d		e					f	Rév n°
B	1	0	1	S	F	0	3	9	0	1	E	-

a) Construction en série : B - autres cas : A
b) Monoplace : 1 - Biplace : 2
c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
d) Code de l'autorité aéronautique
e) Numéro d'ordre
f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	AUSTER GT2 - XXS
Constructeur	SOL PARAGLIDERS
Adresse	Rua Walter Marquardt SC 89259-565 1180 JARAGUA DO SUL - BRESIL

DESCRIPTION DE L'ULM

Activités particulières prévues	**n/a**			
Options prévues	**n/a**			
Masse minimale	Masse maximale	Voilure		
		Fabricant	Modèle/Référence	
60 kg	**95 kg**	**SOL PARAGLIDERS**	**AUSTER GT2 - XXS**	
Référence manuel d'utilisation	Référence manuel d'entretien		Surface à plat	Résistance minimale d'ancrage
AUSTER GT2	**AUSTER GT2**		**16,02 m²**	**750 daN**
Limitations du constructeur de la voile vis-à-vis des GMP	**Puissance maximum : 25 kW**			

Pour le Ministre chargé de l'Aviation Civile
Document établi le : 1er Février 2022

Visa de l'autorité

Signature numérique de Benoît PINON
benoit.pinon.dgac
Date : 2022.02.01 17:38:06 +01'00'

A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série :....., est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à ..... le : .....
signature et cachet de l'entreprise

MINISTÈRE CHARGÉ DES TRANSPORTS
Liberté Égalité Fraternité

dgac direction générale de l'Aviation civile
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FICHE D'IDENTIFICATION ULM DE CLASSE 1

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a	b	c		d		e					f	Rév n°
B	1	0	1	S	F	0	3	9	0	2	E	-

a) Construction en série : B - autres cas : A
b) Monoplace : 1 - Biplace : 2
c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
d) Code de l'autorité aéronautique
e) Numéro d'ordre
f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	AUSTER GT2 - XS
Constructeur	SOL PARAGLIDERS
Adresse	Rua Walter Marquardt SC 89259-565 1180 JARAGUA DO SUL - BRESIL

DESCRIPTION DE L'ULM

Activités particulières prévues	**n/a**			
Options prévues	**n/a**			
Masse minimale	Masse maximale	Voilure		
		Fabricant	Modèle/Référence	
65 kg	**100 kg**	**SOL PARAGLIDERS**	**AUSTER GT2 - XS**	
Référence manuel d'utilisation	Référence manuel d'entretien		Surface à plat	Résistance minimale d'ancrage
AUSTER GT2	**AUSTER GT2**		**18,03 m²**	**750 daN**
Limitations du constructeur de la voile vis-à-vis des GMP	**Puissance maximum : 25 kW**			

Pour le Ministre chargé de l'Aviation Civile
Document établi le : 1er Février 2022

Visa de l'autorité

Signature numérique de Benoît PINON
benoit.pinon.dgac
Date : 2022.02.01 17:38:21 +01'00'

A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série :....., est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à ..... le : .....
signature et cachet de l'entreprise

AUSTER GT2

MINISTÈRE CHARGÉ DES TRANSPORTS
Liberté Égalité Fraternité

dgac direction générale de l'Aviation civile
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FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c		d		e					f	Rév n°
B	1	0	1	S	F	0	3	9	0	3	E	-

a) Construction en série : B - autres cas : A
b) Monoplace : 1 - Biplace : 2
c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
d) Code de l'autorité aéronautique
e) Numéro d'ordre
f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	AUSTER GT2 - S
Constructeur	SOL PARAGLIDERS
Adresse	Rua Walter Marquardt SC 89259-565 1180 JARAGUA DO SUL - BRESIL

DESCRIPTION DE L'ULM

Activités particulières prévues	**n/a**			
Options prévues	**n/a**			
Masse minimale	Masse maximale	Voilure		
		Fabricant	Modèle/Référence	
75 kg	**110 kg**	**SOL PARAGLIDERS**	**AUSTER GT2 - S**	
Référence manuel d'utilisation		Référence manuel d'entretien	Surface à plat	Résistance minimale d'ancrage
AUSTER GT2		**AUSTER GT2**	**20,03 m²**	**750 daN**
Limitations du constructeur de la voile vis-à-vis des GMP	**Puissance maximum : 25 kW**			

Pour le Ministre chargé de l'Aviation Civile
Document établi le : 1er Février 2022

Visa de l'autorité

Signature numérique de Benoît PINON
benoit.pinon.dgac
Date : 2022.02.01 17:38:38 +01'00'

A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série :....., est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à ..... le : .....
signature et cachet de l'entreprise

MINISTÈRE CHARGÉ DES TRANSPORTS
Liberté Égalité Fraternité

dgac direction générale de l'Aviation civile
DSAC

FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c		d		e					f	Rév n°
B	1	0	1	S	F	0	3	9	0	4	E	-

a) Construction en série : B - autres cas : A
b) Monoplace : 1 - Biplace : 2
c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
d) Code de l'autorité aéronautique
e) Numéro d'ordre
f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	AUSTER GT2 - M
Constructeur	SOL PARAGLIDERS
Adresse	Rua Walter Marquardt SC 89259-565 1180 JARAGUA DO SUL - BRESIL

DESCRIPTION DE L'ULM

Activités particulières prévues	**n/a**			
Options prévues	**n/a**			
Masse minimale	Masse maximale	Voilure		
		Fabricant	Modèle/Référence	
95 kg	**130 kg**	**SOL PARAGLIDERS**	**AUSTER GT2 - M**	
Référence manuel d'utilisation		Référence manuel d'entretien	Surface à plat	Résistance minimale d'ancrage
AUSTER GT2		**AUSTER GT2**	**22,03 m²**	**750 daN**
Limitations du constructeur de la voile vis-à-vis des GMP	**Puissance maximum : 25 kW**			

Pour le Ministre chargé de l'Aviation Civile
Document établi le : 1er Février 2022

Visa de l'autorité

Signature numérique de Benoît PINON
benoit.pinon.dgac
Date : 2022.02.01 17:38:53 +01'00'

A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série :....., est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à ..... le : .....
signature et cachet de l'entreprise

AUSTER CT2

MINISTÈRE CHARGÉ DES TRANSPORTS
Liberté Égalité Fraternité

dgac direction générale de l'Aviation civile
DSAC

FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c		d		e					f	Rév n°
B	1	0	1	S	F	0	3	9	0	5	E	-

a) Construction en série : B - autres cas : A
b) Monoplace : 1 - Biplace : 2
c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
d) Code de l'autorité aéronautique
e) Numéro d'ordre
f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	AUSTER GT2 - L
Constructeur	SOL PARAGLIDERS
Adresse	Rua Walter Marquardt SC 89259-565 1180 JARAGUA DO SUL - BRESIL

DESCRIPTION DE L'ULM

Activités particulières prévues	**n/a**			
Options prévues	**n/a**			
Masse minimale	Masse maximale	Voilure		
		Fabricant	Modèle/Référence	
115 kg	**150 kg**	**SOL PARAGLIDERS**	**AUSTER GT2 - L**	
Référence manuel d'utilisation		Référence manuel d'entretien	Surface à plat	Résistance minimale d'ancrage
AUSTER GT2		**AUSTER GT2**	**24,03 m²**	**750 daN**
Limitations du constructeur de la voile vis-à-vis des GMP	**Puissance maximum : 25 kW**			

Pour le Ministre chargé de l'Aviation Civile
Document établi le : 1er Février 2022

Visa de l'authorité Signature numérique de Benoît PINON benoit.pinon.dgac Date : 2022.02.01 17:39:07 +01'00'

A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série :....., est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à ..... le : .....
signature et cachet de l'entreprise

MINISTÈRE CHARGÉ DES TRANSPORTS
Liberté Égalité Fraternité

dgac direction générale de l'Aviation civile
DSAC

FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c		d		e					f	Rév n°
B	1	0	1	S	F	0	3	9	0	6	E	-

a) Construction en série : B - autres cas : A
b) Monoplace : 1 - Biplace : 2
c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
d) Code de l'autorité aéronautique
e) Numéro d'ordre
f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	AUSTER GT2 - XL
Constructeur	SOL PARAGLIDERS
Adresse	Rua Walter Marquardt SC 89259-565 1180 JARAGUA DO SUL - BRESIL

DESCRIPTION DE L'ULM

Activités particulières prévues	**n/a**			
Options prévues	**n/a**			
Masse minimale	Masse maximale	Voilure		
		Fabricant	Modèle/Référence	
135 kg	**170 kg**	**SOL PARAGLIDERS**	**AUSTER GT2 - XL**	
Référence manuel d'utilisation		Référence manuel d'entretien	Surface à plat	Résistance minimale d'ancrage
AUSTER GT2		**AUSTER GT2**	**25,86 m²**	**750 daN**
Limitations du constructeur de la voile vis-à-vis des GMP	**Puissance maximum : 25 kW**			

Pour le Ministre chargé de l'Aviation Civile
Document établi le : 1er Février 2022

Visa de l'authorité Signature numérique de Benoît PINON benoit.pinon.dgac Date : 2022.02.01 17:37:41 +01'00'

A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série :....., est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à ..... le : .....
signature et cachet de l'entreprise

AUSTER GT2

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

CERTIFICATE

Air Turquoise SA has thoroughly tested the structural strength of the sample(*) mentioned hereunder and certifies its conformity with all requirements defined by DGAC. The testing procedure has been achieved in accordance with the methodology of the standards EN 926-1:2015 & NfL 2-565-20 chapter 3.

This certificate confirms that the hereunder sample(*), identified by its serial number(**), meets all requirements defined by DGAC.

Manufacturer's name:	**Sol Paragliders - SOL SPORTS Ind. e Com. Ltda**
Representative:	**Ary Carols Pradi**
Street:	**Rua Walter Marquardt,1180**
Post code / place:	**Cep 89259-565 Jaraguá do Sul, SC**
Country:	**Brazil**
Identification number:	PS_114.2021
Sample name and size(*):	**Auster GT 2 XL**
Serial number(**):	21927
Riser configuration:	With trimmer and speed system
Date of inspection:	15.10.2021

Shock loading test done at 1000 [daN].

The sample showed no visible damage that could prevent its airworthiness.

Sustained loading test

The sample was tested up to 5.25 [g] of its maximum take-off load during 3 seconds.
Max take-off load for this model: **179 [kg].**

Remark:

Villeneuve, 01.11.2021
Place and date of issue

Andrea Wigger

MINISTÈRE CHARGÉ DES TRANSPORTS
Liberté Égalité Fraternité

dgac direction générale de l'Aviation civile
DSAC

Direction de la sécurité de l'Aviation civile
Direction navigabilité et opérations

Pôle navigabilité

Nos réf. : DSAC/NO/NAV

Affaire suivie par : Clément CAZAENTRE
ulm@aviation-civile.gouv.fr
Tél.** 01 58 09 43 60 - **Fax :

Paris, le 2 Février 2022

SOL PARAGLIDERS
Rua Walter
Marquardt SC 89259-565
1180 JARAGUA DO SUL
BRESIL

Objet 6 fiches d'identification ULM.

Madame, Monsieur,

Je vous prie de bien vouloir trouver ci-joint les fiches d'identification pour les ULM suivants :

AUSTER GT2 - XXS	B101SF03901E
AUSTER GT2 - XS	B101SF03902E
AUSTER GT2 - S	B101SF03903E
AUSTER GT2 - M	B101SF03904E
AUSTER GT2 - L	B101SF03905E
AUSTER GT2 - XL	B101SF03906E

Ces fiches ont été visées attestant de la conformité du dossier technique avec l'instruction associée relative aux ultra légers motorisés (ULM). Les éléments du dossier que vous avez bien voulu déposer avec la déclaration n'ont pas été étudiés par la DGAC et sont simplement archivés.

Je me dois de vous rappeler que toute fiche d'identification est délivrée en considération de la déclaration du postulant et qu'en cas de fausse déclaration il est passible des dispositions de l'article 441-1 du code pénal.Le Ministre chargé de l'aviation civile peut faire effectuer la surveillance qu'il juge nécessaire, par des personnes ou des organismes habilités à cet effet, pour s'assurer de la conformité de l'ULM pour lequel la fiche est visée.

Vous voudrez bien remettre une copie de ce document, que vous certifierez conforme, à l'acquéreur, afin d'identification par les autorités compétentes.
Vous trouverez tout renseignement complémentaire sur le site du ministère (**https://www.ecologie.gouv.fr/ulm-introduction)**

Je vous prie d'agréer, Madame, Monsieur, l'expression de ma considération distinguée.

PJ :

6 fiches d'identification ULM.

Clément CAZAENTRE
DSAC/NO

Pôle navigabilité

AUSTER GT2

Sol Sports Ind. e Com. Ltda.
Rua Walter Marquardt, 1180 cp 370
89259-565 Jaraguá do Sul, SC BRAZIL
Telefone (+55) 47 3275 7753
E-mail: info@solsports.com.br
www.solparagliders.com.br
facebook: solparagliders
instagram @solparagliders