



# Pluto II

## PILOT'S MANUAL

Thank you for taking the time to read this booklet.



## CONTENTS

### 1. Introduction

### 2. Pre flight

- Pre-delivery inspection
- Brake-line lengths
- Weight range
- Pre-flight safety

### 3. Flying the Pluto II

#### a. Normal flight

- Pre-flight inspection
- Launch
- Flight
- Landing

#### b. Losing altitude

- Big ears
- B-line stall
- Spiral dive

#### c. Dealing with turbulence

- Asymmetric collapse
- Symmetric collapse
- Deep stall
- Full stall
- Negative spin

### 4. Care, maintenance and repairs

- Ground-handling
- UV damage
- Storage
- Repairs

### 5. Technical details

- Certification
- Technical data
- Line plan
- Specification of materials

### 6. About Axis



## 1. INTRODUCTION

When setting out to design our intermediate glider we had a clear target: we wanted to create the best paraglider possible for intermediate and recreational pilots who want to fly cross country. Pilots who want to experience the satisfaction of travel by paraglider, who want maximum enjoyment with minimum stress, performance and sensitive handling, but who rightly demand ever more security.

The Pluto II is an intermediate glider (EN-B) for recreational pilots who want to have fun and be relaxed and safe in the air and is also ideal for enthusiastic and talented beginners, or pilots moving up from an EN-A or DHV 1 level wing who still crave security. Pluto II is excellent tool for basic cross country learning.

This manual provides information about the glider, which will help you to fly safely and keep your wing in good condition. If after reading this manual you have any further questions, please don't hesitate to contact us or any authorised Axis dealer.

Thank you for choosing the **Pluto II** from **Axis**.

[www.axispara.cz](http://www.axispara.cz)

[www.axispara.co.uk](http://www.axispara.co.uk)

### SAFETY NOTICE

**By the purchase of this equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of paragliding equipment greatly increases these risks. Neither Axis nor the seller of Axis equipment shall be held liable for personal or third party injuries or damages under any circumstances.  
If any aspect of the use of our equipment remains unclear, please contact your local paragliding instructor, Axis dealer or the Axis importer in your country.**



## 2. PRE FLIGHT

### **Pre-delivery inspection**

The Pluto II is delivered with a rucksack, inner bag, compression strap and this manual. The dealer or your instructor should have made a test inflation and test flight before delivery to you.

### **Brake-line length**

When you receive your new Pluto II, the brake-line length is set the same as the Axis test glider. This length has been finely tuned by Axis test pilots and it should not be necessary to adjust it.

If you feel it is necessary to adjust the brake-line length to suit physical build, height of harness hang points, or style of flying we recommend you ground handle the glider before you test-fly it and carry out this process after every 20mm of adjustment.

There should always be free brake travel when the glider is flown hands-up. This means when you look at your brake lines in flight with your hands up, there should be a slight bow, or arc, to the line – the brake lines should not be tight. This is to prevent the brakes being applied when the speed-system is used.

Brake lines that are too short:

- May lead to fatigue from flying with your hands in an unnatural position
- May impede recovery from certain manoeuvres
- Will certainly reduce your glider's speed range.

Brake lines that are too long will:

- Reduce pilot control during launch
- Reduce control in extreme flying situations
- Make it difficult to execute a good flare when landing.

Each break line should be tied securely to its control handle with a suitable knot.

Other adjustments or changes to your Pluto II lead to a loss of guarantee, airworthiness and validity of certification and may endanger both yourself and others.

If you have any suggestions on improvements let us know and our test pilots will try out your ideas in a controlled situation.



### **Weight range**

The Pluto II must only be flown within the certified weight range as shown in this manual. The weight range quoted is the total in-flight weight which includes pilot, glider, harness, clothing and accessories.

### **Pre-flight safety**

Before flying this glider you should:

- Have the appropriate practical and theoretical training
- Have the required licence and insurance
- Be fit to fly and unaffected by stress or drugs
- Wear a suitable helmet
- Use a suitable harness and emergency parachute
- Make a thorough pre-flight check.



### **3. FLYING THE PLUTO II**

We recommend you practice inflating your glider before flying it, and make your first flights in gentle conditions on a familiar flying site.

#### **A. Normal flight**

##### **Pre-flight check**

A proper pre-flight check is essential for safe flying.

Before launch lay the glider out into a slight arc and check that:

- Cell openings are free of obstructions
- Lines are free of tangles or knots
- No twigs, grass or other objects are tangled in the lines
- Risers are correctly connected
- Brake lines run freely through the pulleys
- Knots on brake handles are secure
- Karabiners on risers are closed and/or tightened

##### **Launch**

The key to successful launching is to practice ground-handling on flat ground as often as possible. The Pluto II inflates easily and steadily using forward or reverse launch techniques. There is no tendency to overshoot the pilot. To forward (alpine) launch in light or nil wind there is no need to pull the risers hard. Allow the glider to stabilise overhead and run positively forward checking the canopy is fully inflated and clear of any knots or tangles. Reverse launching is recommended in strong wind.

##### **Flight**

The best glide speed in calm air is achieved in the hands-up position. The best sink rate is produced with both brake lines drawn down equally to about 20% of their range.

##### **Turning**

The handling characteristics of the Pluto II require no special or non-standard procedures. Brake pressure is progressive. This gives a responsive and sporty feel to the handling. In an emergency (e.g. a broken brake line) the Pluto II can be manoeuvred by steering carefully with the rear risers or by weight shift.



### **Using the speed system**

The speed system on the Pluto II comes supplied with Brummel hooks ready to attach to your own speedbar of choice. When you have done this, check the speed system runs smoothly by hanging in your harness before flying.

In particular check that the speed system won't be engaged when in normal flight. Unnecessary knots and loops in a speed system are not recommended.

Maximum useable speed is one of the strong points of Axis paragliders and the Pluto II is no exception. However, in spite of this exceptional stability, any collapse at full speed will be more severe than the same event experienced at trim speed. Always keep both hands on the controls when flying fast and be ready to release the speed system immediately at the first sign of a collapse. Use the speed system carefully when flying close to the ground or the terrain.

### **Landing**

On your first flights you may be surprised at how well the Pluto II glides. Take account of this when making your landing approach and give yourself the opportunity for S-turns or a longer approach than you might be used to.

For a normal, into-wind landing evenly pull the brakes all the way down when you are about one metre from the ground. Under nil-wind conditions, or if you are forced to make an emergency downwind landing, a wrap on each brake will allow you to make a stronger flare.

### **B. Losing altitude**

Most pilots will, at some time, want to lose height. This may be because of a change in the weather, you are at cloudbase and don't want to go any higher, or simply because you want to finish your flight quickly.

Ideally, the best way to lose height is to find an area of sink and stay in it. This way you can fly normally to the ground. However, if there is no sink, or if you are in strong lift and want to go down, a rapid descent method may be needed.

There are three main rapid descent methods:

- Big ears
- B-line stall
- Spiral dive

Each of these descent methods places extra, different stresses on gliders and should be avoided if you want to extend the life of the glider.



It is important these manoeuvres are initially practiced under qualified supervision and preferably during a safety training course.

### **Big ears**

This is the easiest and safest technique for descent while maintaining forward speed. Depending on how much of the wing-tip you deflate, 3m/s to 5m/s sink rate can be achieved. While in big ears your forward speed can be increased by using the speed system.

The Pluto II can be steered with big ears in by weight-shift alone.

*Initiation:* Reach up high and take hold of the metal maillon (quick-link) of the “baby” A-riser (red marked A-riser) on each side of the glider. Pull one in first, maintain direction, and then pull in the second. Hold them in firmly. Make sure the lines are pulled down equally on each side and your big ears are even.

*Recovery:* Under normal circumstances the ears will come out on their own slowly when the “baby” A-risers are released. Occasionally the ears might stay slightly tucked under but a gentle pump on the brakes will accelerate the opening.

### **B-line stall**

This is an effective way of making a rapid descent but doesn't allow any forward speed.

*Initiation:* Take hold of the B-risers just below the maillons and smoothly pull them down, twisting your hands until the canopy shows a span-wise crease at the B-line attachment points. It is difficult to pull at first but becomes easier as the aerofoil creases. Your sink rate will increase while your forward speed will reduce to practically zero. Don't release the lines immediately - the glider should be left to settle before releasing.

*Recovery:* Let go of the risers smoothly but determinedly and symmetrically. The Pluto II automatically returns to normal flight without any deep stall tendencies but may dive slightly forward. If the risers are released slowly and very unevenly the glider could start to spin.

### **Spiral dive**

The spiral dive is the most effective way of making a fast descent. During the spiral dive the pilot and glider will experience strong centrifugal forces which strain the glider. As such it should be considered an extreme manoeuvre.



*Initiation:* Weight shift and smoothly pull on one brake so the glider goes from a normal 360-degree turn into a steep turn and from there into a spiral dive. Once established in the spiral the descent rate and bank angle can be controlled with weight shift and the releasing or pulling of inner brake.

*Recovery:* The Pluto II recovers from a spiral spontaneously as soon as the brakes are released and weight shift returns to neutral. To exit allow the spiral to slow for a turn or two by slowly releasing the brake. Once the glider starts to exit the spiral, control your descent rate and bank angle with weight shift and the outer or inner brake to prevent any strong climbs out of spiral. Do not overapply the outer brake since there are very strong forces with very harsh reactions possible. Always finish a spiral dive at a safe altitude.

**Important notice! A pilot who is dehydrated and/or not accustomed to spiralling can lose consciousness during a steep spiral dive!**

As with all types of aircraft, we advise that you allow the Pluto II to exit from the spiral dive in a controlled manner. You should take care to use only moderate spirals so as not to put unnecessary load on you and your lines.

### **C. Flying in turbulent conditions**

Deflations can occur when flying in turbulence but in most situations the Pluto II will stabilise without pilot input. Flying with a little brake applied equally will help to prevent deflations and allow you to experience more direct feedback.

Active flying will help avoid deflations. The aim is to keep the glider above your head in all situations by responding correctly to the glider's movements by using the brakes and weight shift.

It is important these manoeuvres are initially practiced under qualified supervision and preferably during a safety training course.

#### **Asymmetric collapse**

The Pluto II will normally re-inflate after an asymmetric collapse without input from the pilot, but the wing may turn slightly towards the collapsed side. You should always maintain course and direction by weight-shifting away from the collapsed side. This can be reinforced by applying a small amount of brake on the opposite side to the deflation. If the collapse stays in, the collapsed side can be re-inflated by pumping the brake on the collapsed side in a firm and smooth manner.

If you experience a big collapse while accelerated, the canopy will fall behind you due to the difference in inertia between you and the canopy. You must wait until you pendulum back under the canopy before dealing with the deflation. Reacting too early



can risk stalling the glider completely. Release the speed-bar immediately if you have a big collapse during accelerated flight and, while keeping weightshift neutral, apply slight brake to the open side. Let the glider enter a turn if space allows in order to avoid a spin or stall.

### **Symmetric collapse**

A symmetric, or frontal, collapse will normally reopen without any pilot input. The Pluto II will regain airspeed with a small surge. Be careful not to brake while the glider is behind you as this could induce a stall.

### **Deep stall**

The Pluto II has no tendency to either get into, or stay in, a deep stall. If the glider does enter a deep stall, accelerate the glider out of the deep stall by pushing on the A-risers. Never try to steer out of a deep stall. A wet glider has a higher tendency to deep stall, so if you pass through rain accelerate a little and avoid using big-ears until the glider is dry.

### **Full stall**

This is an extreme manoeuvre that should rarely, if ever, be required. To induce a full stall take one or two wraps of the brake lines and pull both of them down smoothly. Hold them down, locking your arms under your seat until the canopy falls behind you and deforms into a characteristic crescent shape. In a stable full stall the canopy will oscillate back and forth. Be careful not to release the brakes prematurely or asymmetrically.

The Pluto II recovers from a full stall automatically after the brakes are released. During correct recovery, where the brakes are let up a little to allow air to enter the glider prior to being released when the glider is in front of you, the Pluto II shows no tendency to surge strongly in front of the pilot.

**WARNING:** It is important this manoeuvre is not practiced without qualified supervision. It should be preferably be practiced during a safety training course.

### **Negative spin**

If a spin occurs the Pluto II is capable of recovering automatically when the brakes are released. As the glider surges forward slow it down with the brakes to avoid the possibility of an asymmetric collapse. Always wait for the glider to be in front of you or above you - never brake while it is behind you as this can risk a stall.

**Remember:** *A wrong manoeuvre at the wrong time may change a straightforward situation into a dangerous problem. Extreme manoeuvres also expose your glider to forces which may damage it. Practice these techniques under qualified supervision preferably during a safety training course.*



## 4. CARE, MAINTENANCE AND REPAIRS

The materials used to construct your Pluto II have been carefully chosen for maximum durability. If you treat your glider carefully and follow these guidelines it will last you a long time. Excessive wear can occur by bad ground-handling, careless packing, unnecessary exposure to UV light, exposure to chemicals, heat and moisture.

### Ground-handling

- Choose a suitable area to launch your glider. Lines caught on roots or rocks lead to unnecessary strain on the attachment tabs during inflation. Snagging lines may rip the canopy fabric or damage lines.
- When landing, never let the canopy fall on its leading edge. The sudden pressure increase can severely damage the air-resistant coating of the canopy as well as weaken the ribs and seams.
- Dragging the glider over grass, soil, sand or rocks, will significantly reduce its lifetime and increase its porosity.
- When preparing for launch or when ground-handling, be sure not to step on any of the lines or the canopy fabric.
- Don't tie any knots in the lines.

### UV damage

Protect your canopy and lines from unnecessary exposure to sunlight.

### Storage

- Avoid packing your glider when it is wet. If there's no other way, then dry it as soon as possible away from direct sunlight. Be careful to avoid storing your canopy when damp or wet: this is the most common reason for canopy degradation.
- Don't let your glider come into contact with seawater. If it does, rinse the lines, canopy and risers with fresh water and dry it away from direct sunlight before storing.
- After flight or when storing, always use the inner protection sack.
- When storing or during transport make sure your glider isn't exposed to temperatures higher than 50°C.
- Never let the glider come into contact with chemicals. Clean the glider with clean lukewarm water only. Never clean using abrasives.
- For long-term storage don't pack the glider too tightly. Leave the rucksack zip open when possible to allow any moisture to evaporate.



### **Maintenance**

After 100 hours of flying or two years, whichever is sooner, your Pluto II must be checked and tested by the manufacturer's authorised agent.

A thorough inspection of all components, including checking suspension line strength, line geometry, riser geometry and permeability of the canopy material is recommended.

### **Repairs**

- Small holes in the canopy can be repaired using adhesive tape.
- Larger repairs or cell replacement should only be carried out by the manufacturer's authorised agent.
- Damaged lines should be replaced by your Axis dealer. When a new line has been fitted always check its length against its counterpart on the opposite side of the wing. After replacing a line always inflate the glider on flat ground to check that everything is in order before flying.
- After tree or water landings always examine the glider carefully. If you suspect the glider may be damaged in any way contact your nearest authorised Axis supplier.
- After 100 hours of flying or two years, whichever is sooner, your Pluto II must be checked and tested by the manufacturer's authorised agent.



## 5. TECHNICAL DETAILS

The Pluto II has a relatively high-curve profile for a glider in its class. This provides for great performance, quick turning ability and a high degree of safety.

The canopy is reinforced by tapes which connect attachment points inside the cells – this prevents distortion and helps the canopy keep its form, and also allows fewer line attachment points and so less lines and less drag.

The specially constructed Differential Speed System (DDS), as is used on our Vega II, helps you to use speed effectively.

Split A-risers allow for easier identification of lines for big ears.

All the stitching is on the inside of the canopy for greater protection.

### **Testing and certification**

The Pluto II has passed certification EN-B. The certification of each canopy and its serial number is found on the wingtip label. Certification is valid for all harnesses of ABS type. This type of harness allows a certain degree of adjustment to be made to the length of the waist strap. The recommended distance between the Karabiners is 42cm.

In common with all other paragliders, when cross-bracing is wider than the recommended 42cm, weight-shift control increases and the glider feels more responsive. However, automatic recovery from a collapse when using slack cross-bracing can be slower and more unpredictable. When cross-bracing is tighter, the pilot feels more stable but the effectiveness of weight-shift is less effective.

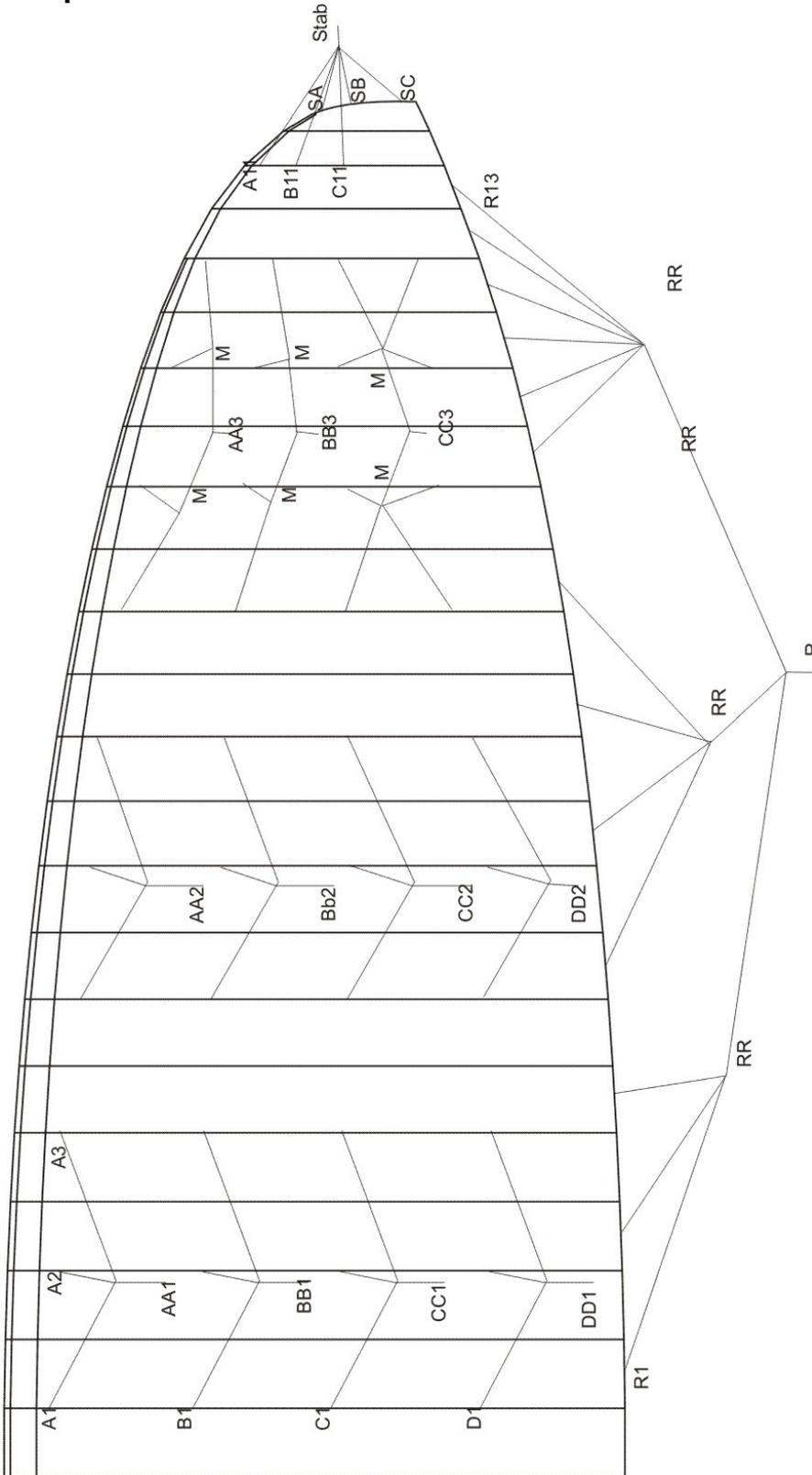
The Pluto II has been designed for hill and/or tow launches. It is not a paramotor wing. The use of a power unit, paramotor or motor with the Pluto II has not been tested by the manufacturer or by the testing authority.



## Technical specification

	<b>XS</b>	<b>S</b>	<b>M</b>	<b>L</b>
Flat area (m <sup>2</sup> )	20.07	22.39	25.34	28.47
Flat span (m)	10.50	11.09	11.80	12.51
Flat aspect ratio	5.49	5.49	5.49	5.49
Projected area (m <sup>2</sup> )	16.82	18.76	21.23	23.86
Projected span (m)	8.00	8.45	8.99	9.53
Projected aspect ratio	3.81	3.81	3.81	3.81
Maximum wing chord (m)	2.43	2.56	2.73	2.89
Minimum wing chord (m)	34.1	36.0	38.3	40.6
Number of cells	46	46	46	46
Weight range (kg)	55-70	65-85	80-105	95-125
Minimum speed (km/h)	22	22	22	22
Trim speed (km/h)	37	37	37	37
Accelerated speed (km/h)	50	50	50	50
Minimum sink rate	1.1	1.1	1.1	1.1
Glide ratio	8.6	8.6	8.6	8.6
Glider weight (ex.bag kg)	4.5	4.9	5.3	5.8
Homologation	EN-B	EN-B	EN-B	EN-B

Line plan





**Line lengths:**

**Pluto II XS**

A1	214,2	B1	209,5	C1	213,2	D1	222,1	R1	245,3
A2	206,1	B2	201,5	C2	204,9	D2	213,7	R2	226,4
A3	208,3	B3	203,9	C3	207,3	D3	216,1	R3	215,7
A4	206,1	B4	202,4	C4	204,8	D4	213,1	R4	206,3
A5	199,2	B5	195,2	C5	197,3	D5	205,7	R5	190,4
A6	198,6	B6	195,1	C6	196,7	D6	203,7	R6	183,5
A7	105,4	B7	102,3	C7	103,2	D7	115,3	R7	185,7
A8	93,9	B8	91,2	C8	91,8	D8	102,3	R8	169,8
A9	83,4	B9	81,0	C9	81,5	D9	89,4	R9	165,0
A10	76,4	B10	74,7	C10	74,4	D10	79,3	R10	161,1
								R11	158,0
M	88,5	M	88,5	M	88,5			R12	155,7
M	88,5	M	88,5	M	88,5			R13	153,6
AA1	422,6	BB1	422,6	CC1	422,6	DD1	422,6		
AA2	422,6	BB2	422,6	CC2	422,6	DD2	422,6	RR	266,5
AA3	422,6	BB3	422,6	CC3	422,6			RR	266,5
								RR	266,5
		A11	134,7						
		B11	134,1					R	198,0
		C11	135,6						
		SA	117,2						
		SB	115,8						
		SC	119,2						
		Stab	422,6						

10.1.2009



**Pluto II S**

A1	226,2	B1	221,4	C1	225,1	D1	234,9	R1	258,9
A2	217,6	B2	212,9	C2	216,4	D2	226,3	R2	239,1
A3	220,2	B3	215,4	C3	218,8	D3	228,2	R3	228,3
A4	217,5	B4	213,7	C4	216,2	D4	225,2	R4	218,1
A5	210,6	B5	206,3	C5	208,5	D5	217,1	R5	201,4
A6	209,8	B6	206,2	C6	208,1	D6	215,5	R6	193,9
A7	111,3	B7	108,1	C7	109,2	D7	121,6	R7	196,3
A8	99,4	B8	96,6	C8	97,1	D8	108,3	R8	179,5
A9	88	B9	85,9	C9	85,9	D9	94,4	R9	174,4
A10	80,8	B10	79	C10	78,6	D10	83,9	R10	170,4
								R11	167
M	93,4	M	93,4	M	93,4			R12	164,7
M	93,4	M	93,4	M	93,4			R13	162,1
AA1	447,1	BB1	447,1	CC1	447,1	DD1	447,1		
AA2	447,1	BB2	447,1	CC2	447,1	DD2	447,1	RR	281,8
AA3	447,1	BB3	447,1	CC3	447,1			RR	281,8
								RR	281,8
		A11	142,4						
		B11	141,6					R	209,4
		C11	143,4						
		SA	124,2						
		SB	122,7						
		SC	126,3						
		Stab	447,1						



**Pluto II M**

A1	240,7	B1	235,5	C1	239,5	D1	250,0	R1	275,8
A2	231,5	B2	226,6	C2	230,4	D2	240,6	R2	254,5
A3	234,3	B3	229,2	C3	232,8	D3	242,7	R3	242,6
A4	231,6	B4	227,2	C4	230,0	D4	239,4	R4	231,9
A5	224,0	B5	219,4	C5	221,9	D5	231,0	R5	214,3
A6	223,5	B6	219,4	C6	221,5	D6	229,1	R6	206,2
A7	118,5	B7	115,1	C7	116,0	D7	129,6	R7	208,8
A8	105,7	B8	102,6	C8	103,2	D8	115,0	R8	191,0
A9	93,8	B9	91,5	C9	91,6	D9	100,8	R9	185,4
A10	86,0	B10	84,3	C10	83,7	D10	89,5	R10	181,3
								R11	177,8
M	99,3	M	99,3	M	99,3			R12	175,0
M	99,3	M	99,3	M	99,3			R13	172,6
AA1	475,3	BB1	475,3	CC1	475,3	DD1	475,3		
AA2	475,3	BB2	475,3	CC2	475,3	DD2	475,3	RR	299,6
AA3	475,3	BB3	475,3	CC3	475,3			RR	299,6
								RR	299,6
		A11	151,4						
		B11	150,4					R	222,9
		C11	152,4						
		SA	131,9						
		SB	130,5						
		SC	134,4						
		Stab	475,3						



**Pluto II L**

A1	255,0	B1	249,5	C1	254,0	D1	265,0	R1	292,2
A2	245,3	B2	240,1	C2	244,3	D2	255,3	R2	269,7
A3	248,5	B3	242,8	C3	246,8	D3	257,2	R3	257,1
A4	245,6	B4	240,7	C4	243,9	D4	253,9	R4	246,0
A5	237,5	B5	232,7	C5	235,1	D5	244,9	R5	227,1
A6	237,0	B6	232,5	C6	234,7	D6	243,2	R6	218,8
A7	125,8	B7	122,0	C7	123,0	D7	137,6	R7	221,2
A8	112,0	B8	109,0	C8	109,5	D8	122,1	R8	202,6
A9	99,6	B9	96,8	C9	97,2	D9	106,7	R9	196,4
A10	91,3	B10	89,5	C10	88,8	D10	94,7	R10	192,0
								R11	188,7
M	105,7	M	105,7	M	105,7			R12	185,5
M	105,7	M	105,7	M	105,7			R13	183,0
AA1	503,8	BB1	503,8	CC1	503,8	DD1	503,8		
AA2	503,8	BB2	503,8	CC2	503,8	DD2	503,8	RR	318,1
AA3	503,8	BB3	503,8	CC3	503,8			RR	318,1
								RR	318,1
		A11	160,4						
		B11	159,5						
		C11	161,5						
		SA	139,8						
		SB	138,7						
		SC	142,8						
								R	236,4
		Stab	503,8						

10.1.2009



## **Specification of materials**

### **Canopy**

Leading edge (upper & lower surface) : Porcher Sport: Skytex Evolution 9092 E85A, water-repellent, 45 g/m<sup>2</sup>

Upper surface: Porcher Sport: leading edge :Skytex 9092 E85A,"evolution", 45 g/m<sup>2</sup>  
main sail: Skytex 9017 E77A, water-repellent, 40 g/m<sup>2</sup>

*Lower surface:* Porcher Sport: -main sail: Skytex 9017 E77A, water-repellent, 40 g/m<sup>2</sup>

*Ribs:* Porcher Sport: Skytex 9017 E29A, hard finish, 40 g/m<sup>2</sup>

*Reinforcement:* Porcher Sport: SR Scrim-2420

*Thread:* Bonded nylon D60, D40

### **Suspension system**

#### *Lines*

LIROS: Dyneema PPSL 120/ diameter 1.15mm, minimum strength 120 daN

LIROS: Dyneema PPSL 160/ diameter 1.3 mm, minimum strength 160 daN

LIROS: Dyneema PPSL 200/ diameter 1.4 mm, minimum strength 200 daN

LIROS: Dyneema DFLS 200/ diameter 2.0 mm, minimum strength 200 daN

LIROS: Dyneema PPSL 275/ diameter 1.9 mm, minimum strength 275 daN (XL)

#### *Risers:*

Guth and Wolf Heryerbrockerstr. 1-3 D-3330, Germany:PES webbing 20mm, minimum strength 1100 daN

#### *Maillons:*

Elair Servis: Niro triangle 4/200, minimum strength 200 daN

#### *Speedsystem pulleys:*

Sky sports Lanka LTD, Ring road Phase II, lot 88A, Katunagayake, Sri Lanka



## 6. ABOUT AXIS

Axis started to design and make paragliders in 2001. Success swiftly followed and now many of the world's best competition pilots choose to fly Axis. They have won podium places at competitions around the world, including at recent World Cup events and the World Championships.

The lessons learned from these thousands of hours of competition success have been used to develop the Pluto II, a new generation of recreational glider.

We welcome feedback from you about your new Pluto II. Send it to us at [info@axispara.cz](mailto:info@axispara.cz) or [info@axispara.co.uk](mailto:info@axispara.co.uk) (UK pilots).

### **Please note**

We have made every effort to ensure that the information in this manual is correct but please remember it is for guidance only. It is not a training manual. It must not be used as a substitute for proper training under the direction of an approved body.

The manual is subject to change without prior notice. Check the websites for updates and the latest information regarding Axis products.

Enjoy your Pluto II !

[www.axispara.cz](http://www.axispara.cz)  
[www.axispara.co.uk](http://www.axispara.co.uk)

Produced by [www.axispara.co.uk](http://www.axispara.co.uk), April 2009  
Revision A: May 2009  
Revision B: July 2009