GAMBIT

TRIPLE SEVEN

USER MANUAL

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Introduction

Welcome

Welcome to the Triple Seven Team! We are excited that you have chosen to fly the Gambit. Our CCC certified Gambit is developed for maximum performance while remaining comparatively easy to fly. This glider is designed for top level XC and competition flying. We wish you exciting flying adventures!

Triple Seven Mission

Our company's goal is to produce high quality products and technologically innovative gliders of all types and classes. We are striving to develop state of the art paragliders, with the optimum compromise between safety and performance. Your success is our inspiration; our goal is your success.

Manual

This document contains complete product information and instructions to familiarise you with the main characteristics of your new glider. It contains instructions on how to use and maintain the wing, however, its purpose is not to serve as learning material to pilot this kind of wing. As such, this is not a flying manual. Flying can only be taught by flying schools and specially certified instructors.

It is important that you take time to read this manual carefully before the first flight, as thorough knowledge of your equipment enables you to fly safely and to maximize your full potential. If you sell, lend or give your glider to another pilot, please pass this manual on with it.

If any use of Triple Seven equipment remains unclear after having read this manual, please contact: your local paragliding instructor, your Triple Seven importer or Triple Seven. This product manual is subject to changes without prior notice. Please check www.777gliders.com for the latest information regarding our products.

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GAMBIT

- Reinforced leading edge (RLE), Smooth trailing edge reinforcements (STE) together with (BPI) for greater stability and good gliding performance on wide speed range
- BPI - back position intake technology for spin and stall resistance and good stability at accelerated flight.
- Low induced drag wing tip (LDW), optimized washout with two additional floating cells.
- Three liner concept, with considerable line reduction (LR)
- 5 cells diagonals (RLE) reinforced leading edge
- Good pitch stability and ease of piloting
- Trim speed optimized for good climbing
- Clean canopy with refined sail tensions
- Direct handling with precise control
- Full span distributed panels orientation streamlined to airflow direction
- Improved double 3d shaping (ballooning) at the leading edge
- High top speed
- Easy launch control
- CCC certified, dedicated competition and cross country paraglider

Designer’s thoughts

“At this level, the one overriding concern is “can I win top-level comps on this wing?” Only when I was certain that the answer to this question was “yes” did we go for certification. But we also wanted to make a competition glider that was a joy to fly, and we have succeeded. It is obviously not for everyone, but in the right hands this is quite probably the greates paraglider ever to have gone into mass production.”

Urban Valič

Who is this glider for?

The Gambit is a CCC class wing designed for advanced pilots. The stability at top speed, and the glide ratio, makes it the perfect wing for world-class pilots with the goal to win big events.

The pilot of this wing should be comfortable with the advanced active flying techniques of controlling a glider in active air, naturally preventing pitch or roll movements. As with any glider, we recommend constantly improving your basic and advanced flying skills.

Pilot profile

The Gambit is built for top-level competition pilots who fly several big competitions every year.

Assembly

Before you rush to the first take-off we recommend you take your time to unpack and test your equipment on a training slope. In this way you will have time and will not be distracted or rushed to prepare your equipment, and you will be able to do your first pre-flight check properly.
The place should be flat, free of obstacles, and with light wind. This will enable you to nicely inflate the wing and also familiarize yourself with it while ground handling. Every glider has to be checked by a Triple Seven dealer, however, as a pilot you want to do a proper pre-flight check yourself.

First, prepare and spread out the glider like you would normally do. While you are spreading out and walk along the glider, observe the fabric material for any abnormalities. When you are done with the inspection of the canopy, grab the risers and spread the lines, check if the risers and maillons (carabiners) are properly closed. Identify and disentangle the A1, A2, B risers
and the lines including the brake lines. Connect the risers' main attachment points correctly to the harness, watch for any twists and make sure that the main carabiners are properly closed.

Harness

The Gambit has passed CCC certification testing using a GH - ABS type harness. This certification allows the Gambit to be flown with most of the harnesses on the market, but keep in mind that changing the harness greatly influences the feeling of the glider, depending on the effectiveness of the harness weight shift. Always check whether your harness is of the proper type.

The length of the harness chest strap affects the distance between the main carabiners and the wing's handling as well as your stability in the harness. Tightening the chest strap increases your stability, but greatly increases the risk of twisting after a collapse. A tight setting also increases the tendency to maintain a deep spiral. As a rule of thumb, a more opened chest strap gives you more feedback from the glider, which is good for your climbing efficiency and increases safety in a flying incident. But we strongly recommend adjusting the length of the harness chest strap according to the lengths used during certification. This setting varies according to the harness size from 42cm to 50cm.

Check the settings used during testing under the certification specimen section. We recommend that your first flight with the Gambit is not also with a new harness. A rule of thumb is, if you want to experience the feeling of new equipment, change only one part of equipment at a time.

Weight range

Each size of the Gambit is certified for its own weight range. This total weight includes the weight of the pilot and complete paragliding equipment, together with the glider, harness,
all accessories and optional ballast. Every glider changes its characteristics by changing the take-off weight. We recommend that you always fly your glider in the specified weight range. To measure your take-off weight, step on a scale with all your equipment packed in the rucksack.

Lower half of the weight range
Flying the Gambit, as any other glider, in the lower part of the weight range, causes the agility of the glider to decrease, and when flying through turbulence its tendency for collapses increases relatively compared to flying it in the upper wing loading range. However, reactions after a collapse are less dynamic and sink rate improves. Therefore, if you mainly fly in weak conditions, you might prefer this weight range.

Upper half of the weight range
Again, as with any other glider, flying the Gambit in the upper part of the weight range increases the stability and agility of the glider. Consequently, there is a slight increase in the glider's speed and also gliding performance, especially when flying against the wind. If you normally fly in stronger conditions and you prefer relatively more dynamic flying characteristics, you should set the take-off weight in the higher weight range. Reactions after a collapse may be more dynamic in the upper half of the weight range.

Wing inflation

Still being on the training slope and having prepared and checked everything, inflate your wing and play with it to get a feel of your new glider while ground handling. By doing this you are making a final check of the canopy and lines, and that everything is in order. You will find that the Gambit inflates very easily and smoothly without excessive energy and with minimum pressure while moving forwards. For inflation and lifting the glider you may use only the A1 riser tab. Do not pull on the risers just with your hands, instead use your whole harness. Your hands should only accompany the rising movement of the wing. When the wing is above you, apply correct pressure on the brake lines and the glider will stay above you.

Modifications on the glider

Any modifications of the lines or risers' speed system cause the loss of the certification, similarly to flying the wing outside the weight range.

Flying the Gambit

First Flight

Now that you have familiarised yourself with your new glider while ground handling on a training slope, you are ready for your first flight. For the first flight it is recommend that you choose a familiar flying area and to fly your new glider in calm conditions.

Preflight check equipment

Before every flight you need to do a pre-flight check and inspection of other equipment. This procedure may vary, depending on the instructor, pilot or equipment settings. Some pilots have their wing always connected to the harness. However you should have a consistent method of checking and preparing your equipment and doing your pre-flight check.

1. After the arrival on take-off, assess the suitability of flying conditions.
2. While walking around the canopy preparing and spreading out the wing, you should at the same time inspect the canopy.
3. After you check the lines and connect the risers to the harness, grab the lines and slide them through your fingers as you walk towards the canopy. In this way you double check that the lines are not tangled, stuck or damaged. If meanwhile the canopy moves, walk around and correct it again.
4. Inspect the harness, reserve, speed system and all connections.

Final preflight check

1. Strap into the harness. The leg straps should be the first to be connected on the take-off and the last ones to be released after the flight. Make sure you are strapped in correctly and wearing a helmet.
2. Check the risers for twists and that the carabiners are properly closed. Check if the speed system is not affecting your risers – accelerating unintentionally.
3. Check the lines. The A riser lines should be on top, and all lines untangled. Check that none of the lines are lying over or below the canopy.
4. Check the canopy. The glider should be spread out in the shape of an arch and all cells open.
5. Check the wind, take-off and airspace. The wind should be favourable for take-off and the pilot's level of expertise. Airspace should be cleared, together with the take-off area.

Inflation, control, take-off

The Gambit has easy take-off behavior for its class, and does not require any additional advice regarding the forward or reverse launch. Try to divide and practice the take-off procedure in three steps.

1. Inflating and raising the glider
2. Controlling the wing and wing check
3. Accelerating and take-off

It is always advisable to practice and improve proper launching techniques as this reduces unnecessary additional stress before the take-off.

Wind speeds up to 25 to 30km/h are considered strong and extra care is required for the flight. If you are launching in strong winds we recommend the reverse launch technique, with your brakes in the right hands at all times. Launch the glider with a gentle pull and then walk towards it if necessary to reduce the relative wind force. When the glider is above you, gently control the wing and take off.

Line knots or tangles

If you fail to observe a line knot or you find yourself flying with a knot before being able to prevent the unintentional, uncontrolled take-off, try to stay away from the ground or other pilots by flying away from the mountain, before taking any corrective action on the wing. This means that you weight shift and/or counter brake the opposite side of the wing and control the flying direction with the least amount of force needed for the wing to fly straight away from the mountain. Be careful not to apply too much brake or to fly too slowly to avoid a stall or spin. When you are at a safe distance away from the mountain and you have gained relative height by flying away, you may want to gently and briefly pull the lines that are tangled with the knot. If the knot is on the brake lines you might want to gently and briefly "pump" the appropriate brake line. Please note that by pulling the lines, the knot may get stuck in a worse position and the situation may escalate also to a stall or spin. Therefore, if you estimate that you can control the wing relatively safely and that the knot is not released by gently and briefly pulling the tangled lines, immediately fly to the landing zone and land safely.

Normal flight, best glide

Without any brake applied and without using the accelerator, the wing flies at the so called “trim speed“. In calm air this is theoretically the best glide speed. The best glide speed in real air depends on the glider’s polar and air mass, vertical and horizontal speed. We recommend reading more about the theory of the best glide and McCready theory.

Minimum sink

If you apply brakes on both sides for about 10 -15 cm you will slow the glider to the theoretical minimum sink speed. But we do not recommend using this speed even for thermalling, as you achieve much better climbing and control by letting the glider fly at “trim speed”. With a proper take-off weight you will find that the glider has great climb, reactions and agility.

Accelerated flight

Once you feel comfortable flying the Gambit, you can start practicing using the speed system, which will provide better performance while gliding against the wind and through a sinking air mass. The Gambit was designed to be stable through its entire speed range, but this requires the use of active flying techniques. Note that any glider becomes less stable while flying accelerated and that the risk of a collapse is higher in accelerated flight. Additionally, the reaction of the glider to a collapse in accelerated flight is more radical in comparison with one which occurs at trim speed.

We recommend that you avoid accelerated flight near the ground and to be very careful using the accelerator in turbulent conditions. Use a soft speed bar, which enables you to accelerate the glider by using only one leg. To control the direction use weight shift. To control the pitch change the amount of the speed bar. Do not use or pull the brakes while using the speed bar. Use the speed bar progressively when accelerating and instantly release when you feel a slight loss of tension, pressure or even a collapse. If you encounter a collapse while using the accelerator, release the speed bar immediately before taking any other corrective action. Always keep more distance to the ground when using the speed bar.

Active flying

This is a basic flying technique for any pilot. It implies permanent control and the correction of pitch and roll movements together with the prevention of any deflations or collapses. In a nutshell this means flying straight through active or turbulent air, so that the pilot keeps the glider above their head at all times, compensating and correcting any unwanted movements of the wing.

Examples:

- While entering a strong thermal, the wing will stay a little bit behind relative to the pilot. The pilot should let the brakes up allowing the wing to fly faster and to catch up.
- If the wing surges in front of the pilot, the pilot should counter brake until the surge is controlled and then release the brakes to let it fly normally.
- If the pilot feels a loss of tension in the wing or a loss of pressure on the brakes on one side of the wing, they should smoothly apply the brake on the side with loss of pressure and/

or weight shift to the opposite side until the pressure returns. After that, again release the brake and/or weight shift to the neutral position and let the glider fly normally.

The key in all cases is to avoid an over-correction and not to maintain any correction longer than necessary. After each action let the glider fly normally again, to re-establish its required flying speed. You can train or get a feeling for most of these movements safely on the ground while ground handling your glider. Good coordination of your movements and coordination with the wing on the ground will enable you a quick progression when actively flying in the air. The next step is to attend SIV courses where you should also get a better understanding of the full brake range and the glider's speeds.

Flying in turbulence

Wing deflations can occur in a strong turbulence. The Gambit is designed and tested within CCC certification rules and needs pilot input for faster rerecover from deflations. To train and understand all the manoeuvres described, attend SIV trainings.

Cascade events

Many reserve deployments are the result of a cascade of over-corrections by the pilot. Over-corrections are usually not problematic because of the input itself or its intensity; but due to the length of time the pilot continues to over-handle. After every input you have to allow the wing to re-establish its normal flying speed. Note that over-corrections are often worse than no input at all.

Asymmetric deflations

Strong turbulence may cause the wing to collapse asymmetrically. Before this occurs the brake lines and the feeling of the harness will transmit a loss of pressure to the pilot. This feedback is used in active piloting to prevent a collapse. Once a collapse has happened, avoid over-braking your wing's still-open side. This is normally enough to maintain your course and give the glider enough time to recover the collapsed side by itself. To actively reopen the collapsed side after course stabilization, pull the brake line on the collapsed side firmly and release it. You can do this several times with a smooth pumping motion. After the recovery, release the brake lines for your glider to regain its trim speed. You must be aware of the fact that asymmetric collapses are much more radical when flying accelerated. This is due to the difference in weight and the inertia of the canopy and the pilot hanging below.

Symmetric deflations

Symmetric or frontal deflations will normally reopen immediately by themselves without pilot's input. The glider will then regain its airspeed accompanied by a small surge forwards. To actively control this event, apply both brakes slightly when the collapse occurs and then instantly release the brakes to let the glider fly. Be prepared to compensate for the glider's slight surge forward while returning to normal flying.

Wing tangle, cravat

A cravat may occur after a severe deflation or in a cascading situation, when the wing tip gets caught in the glider's lines. A pilot should be familiar with the procedure of handling this situation with any glider. If a cravat occurs, the first thing to do is to try to keep the glider flying on a straight course. Do this by weight shifting and counter braking the open side. If normal corrective action is not effective, a brief full stall will generally solve the problem,

provided you have sufficient altitude.
If you are in a situation where you have a cravat and you are low, in rotation or even with twisted risers, then the only solution is the reserve parachute.

Negative spin
In normal flight you are far from negative spin. But, certain circumstances may lead to it. Should this occur, just release the brake lines progressively and let the wing regain its flying speed. Be prepared for the glider to surge forward, compensating the surge with brake input if necessary.

Full stall
A full stall does not occur unintentionally – it happens if you pull both brakes for 100% and hold them. The wing then performs a so called full stall. Releasing the brakes improperly
may lead to massive surge of the glider with danger of falling into the canopy. This is a complex manoeuvre and as such outside the scope of this manual. You should practice and learn this
manoeuvre only on a SIV course under professional supervision.

Deep stall
Generally when in deep stall, the wing has no forward motion and at the same time high sink speed. When in deep stall the wing is almost fully inflated. With the Gambit it is very unlikely to get into this situation unintentionally. This could possibly happen if you are flying at a very low speed in turbulent conditions. Also the porosity of the material and line stretch on a very old glider can increase the possibility of the deep stall tendency. If you trained this manoeuvre on a SIV course you would realize that it is very hard to keep the Gambit in deep stall. If you apply the brakes a little bit too much you enter the full stall. If you release the brakes just a little bit too much the wing returns to normal flight. If you want to practice the deep stall on SIV courses, you need to master the full stall first.

Fast decent techniques

Spiral dive
The spiral dive is the only effective way to lose altitude quickly. It should be done in combination with a small drogue chute attached to one main karabiner, and should only be trained gradually and always at high altitude. The spiral dive should be practiced and learned on a SIV course under professional supervision. To enter the spiral, deploy the drogue chute, weight shift to the desired side and gradually apply the brake on the same side. Then let the wing accelerate for two turns and you will enter the spiral dive.

While in the spiral, you can control your descent rate and bank angle by applying more or less inner brake. Depending on how steep the spiral is you may need to use also outer brake. To exit the spiral dive we recommend that the pilot is in the neutral weight shift position. If you release the inner brake, the wing exits the spiral dive by itself.

Winch launch

The Gambit is easy to launch using a winch and has no special characteristics considering this kind of launching. To practice this launching technique special training is needed and you have to be aware of the procedures and dangers, which are specific for winching. We do not recommend using any special towing device which accelerates the glider during the winch launch.

Aerobatics

The Gambit was not designed for aerobatics, therefore, these may not be performed and shoud be avoided, also increased stress will have influence in logh term glider prerformance on this glider. In addition to this, any extreme manoeuvres place unnecessary stress on the glider and shorten its lifespan.

Primary controls failure

If for any reason you cannot use the brake lines, you have to pilot the wing to the landing place by using the B risers and weight shift. Weight shift should be enough to safely land the glider. Be careful not to over-handle the glider when using the B riser technique when steering. By pulling the B risers too far you may cause a stall or a spin.
Land your glider at trim speed without using the B risers, to avoid over-handling the glider low above ground. We recommend using weight shift.

Landing

Similarly to the take-off, the Gambit landing characteristics are easy. In turbulent conditions it is advisable to apply about 15% of brakes, to increase stability and the feeling of the glider.
Before landing, adopt the standing position as this is the most effective and the safest way to compensate the touch down with your legs. Always look for possible landing alternatives downwind.

Maintenance

General advice

Careful maintenance of your glider and the following simple guidelines will ensure a much longer airworthiness and performance of your wing:

- Pack your glider after you land and do not unnecessarily expose it to UV radiation by leaving it on the landing site unpacked. The sun's UV radiation degrades the cloth and lines material.
- Fold your glider like recommended under the section "Packing instructions".
- If the glider is damp or wet when you pack it, partially unfold it at home to allow it to dry. Do not dry it in direct sunlight.
- Avoid exposing the glider to violent shocks, such as the leading edge hitting the ground.
- Avoid dragging the glider on the ground or through rocky terrain as you might damage the lines or canopy.
- Avoid stepping on the lines or canopy, especially when they are lying on a hard surface.
- Avoid exposing the glider to salt water, as it damages the lines and the canopy material (wash with fresh water).
- Avoid bending your lines, especially in a small radius.
- Avoid opening your glider in strong winds without first untangling the lines.
- In general, avoid exposing your glider to very hot or humid environments, UV radiation or chemicals.

Packing instructions

It is important to correctly pack your glider as this prolongs its lifespan. We recommend that you fold the glider like a harmonica, neatly aligning the cell walls with the leading edge reinforcements side by side. The wing should then be folded in two parts or one folds. The wing should be packed as loosely as possible. While packing, be careful not to trap any grasshoppers inside your canopy as they will tear the canopy cloth. Adhering to these simple rules will make your glider last longer and ensure its best performance.

Storage

Correctly packed, store your glider in a dry place at room temperature. The glider should not be stored damp, wet, sandy, salty or with objects inside the cells of the glider. Keep your equipment away from any chemicals.

Cleaning

If necessary always clean your glider with fresh water and a cloth only, without using any cleaning chemicals. This applies to both lines and canopy. More importantly, always remove any stones or sand from the canopy as they will gradually damage the material and reduce the glider's lifespan.

Repair

To repair small damages (less than 5cm) on the canopy cloth, you can use rip stop tape. Greater damages, including stitches

and lines, must be repaired by a specialized repair shop. When replacing a line it should always be compared with the counterpart for adjusting the appropriate length. After the line was repaired, the wing should be inflated before flying, to ensure that everything was done correctly. Major repairs, such as replacing panels, should only be carried out by a Triple Seven distributor or Triple Seven. If you are unsure about the damage or in any doubt please contact Triple Seven.

Checks and control

To ensure the wing's airworthiness the Gambit has to be periodically serviced and checked to guarantee that the glider continues to fulfil the EN certification results and to extend your glider's lifespan. We recommend a line check and trim inspection every 100 hours or 12 months depending what happens first. After that, the glider needs to be fully checked after 150 hours or 24 months of usage, whichever comes earlier. This inspection includes checGambit the suspension lines, line geometry, riser geometry and the permeability of the canopy material. A certified inspector can
then define the check interval depending on the glider's condition. Please note that the condition of the glider can vary considerably depending on the type of usage and environment. Salty coastal air or dunes will considerably affect your wing's material. For more information please visit our website.
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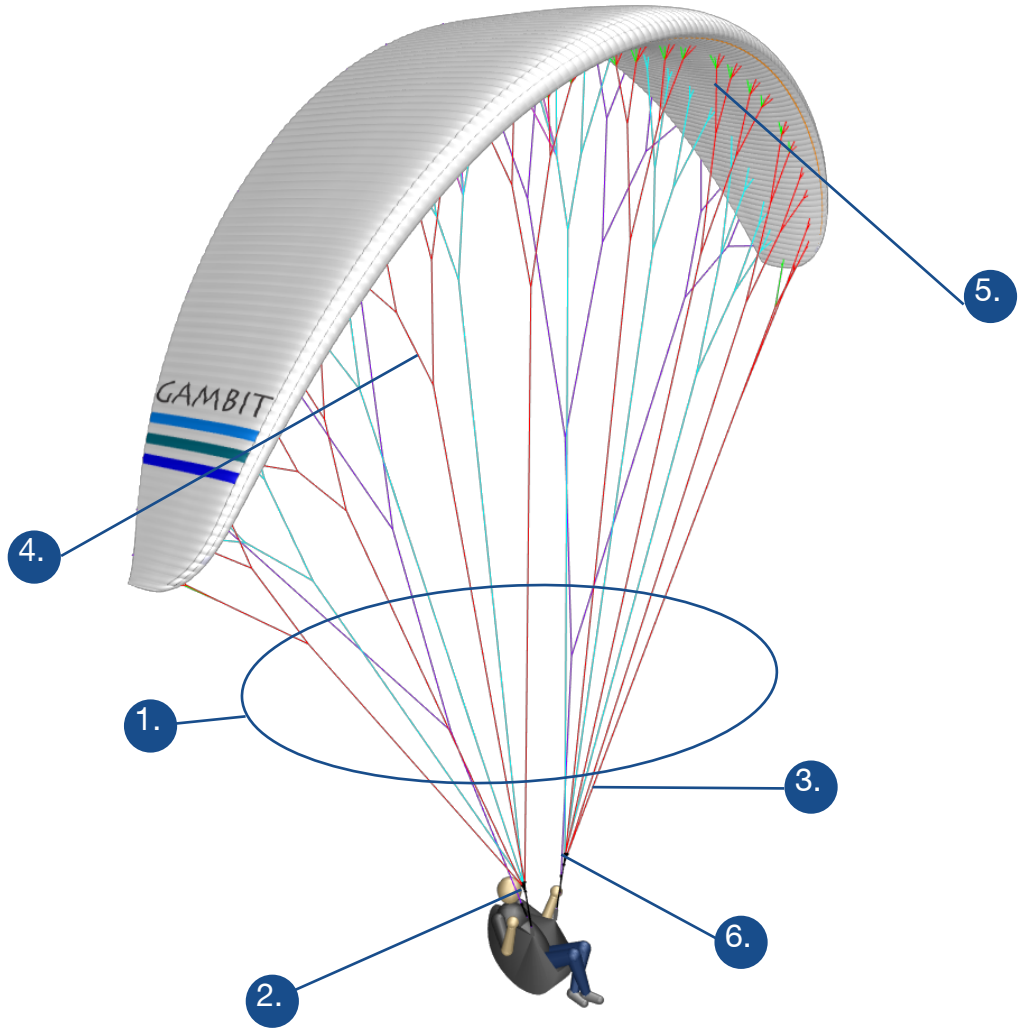
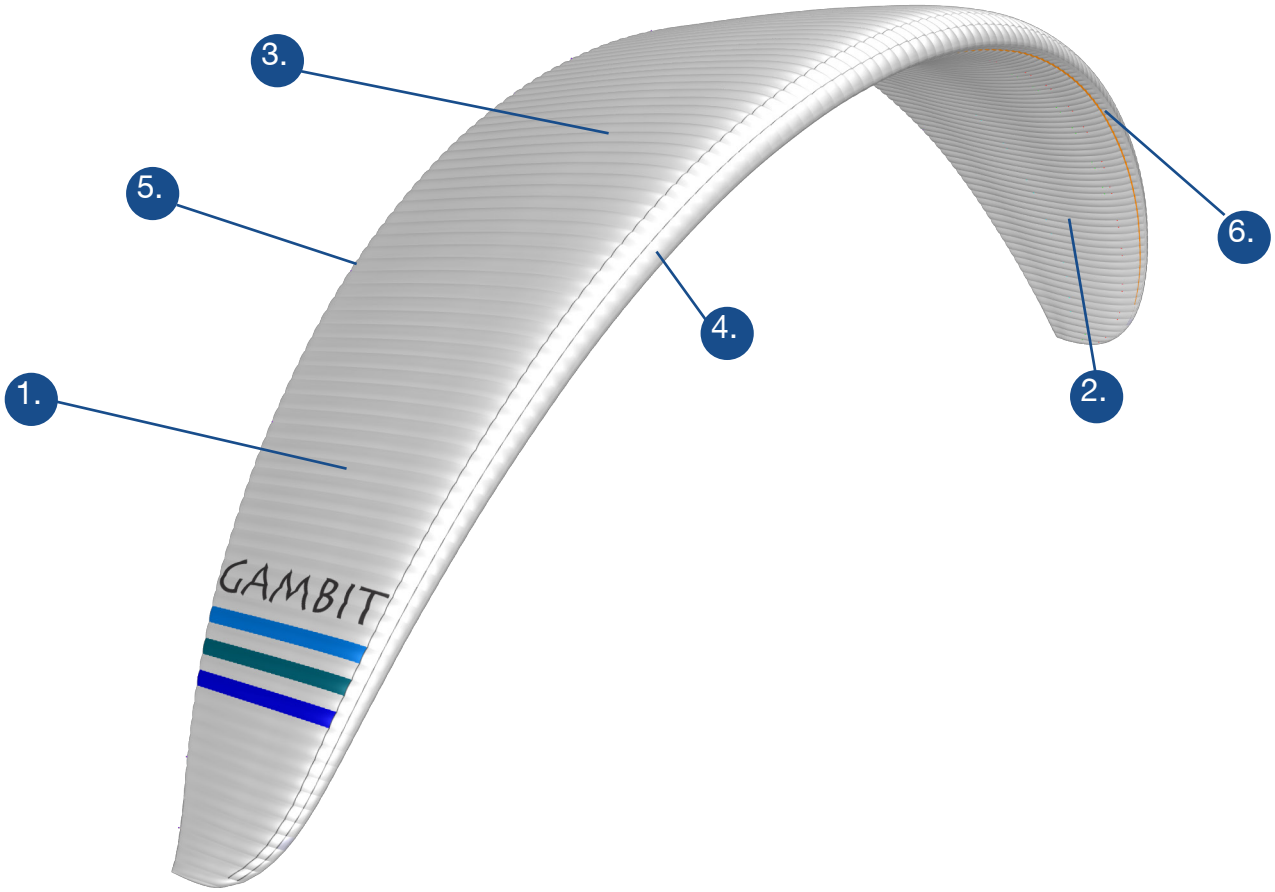
GAMBIT

Technical data



1. Suspension lines
2. Risers
3. Main lines
4. Middle cascades
5. Upper cascades
6. Brake lines



1. Canopy
2. Bottom surface
3. Top surface
4. Leading edge
5. Trailing edge
6. Intake cell openings

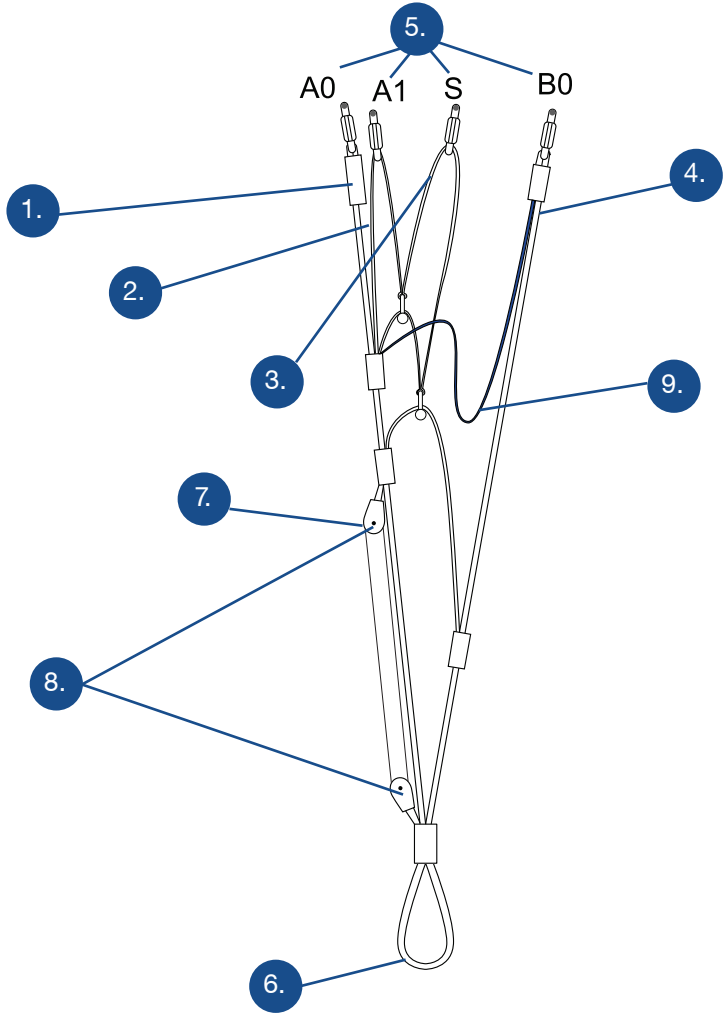
Technical data

			Gambit XS	Gambit S	Gambit M	Gambit L
Cells	Number		137	137	137	137
Flat	Area	m2	20.6	22.4	24.1	25.8
	Span	m	12.75	13.3	13.8	14.27
	Aspect ratio		7.9	7.9	7.9	7.9
Projected	Area	m2	17.5	19.02	20.47	21.91
	Span	m	10.28	10.72	11.12	11.5
Risers		A1 A2	A3	Stab (A4)	B	
Gambit	Lenght mm	505	503	503	505	Standard
	Lenght mm	365			505	Accelerated
					Distance between pulleys 140 mm	
		XS	S	M	L	
In flight Weight	Minimum kg	85	90	101	110	
	Maximum kg	95	105	116	125	
Certification		CCC	CCC	CCC	CCC	

Materials description

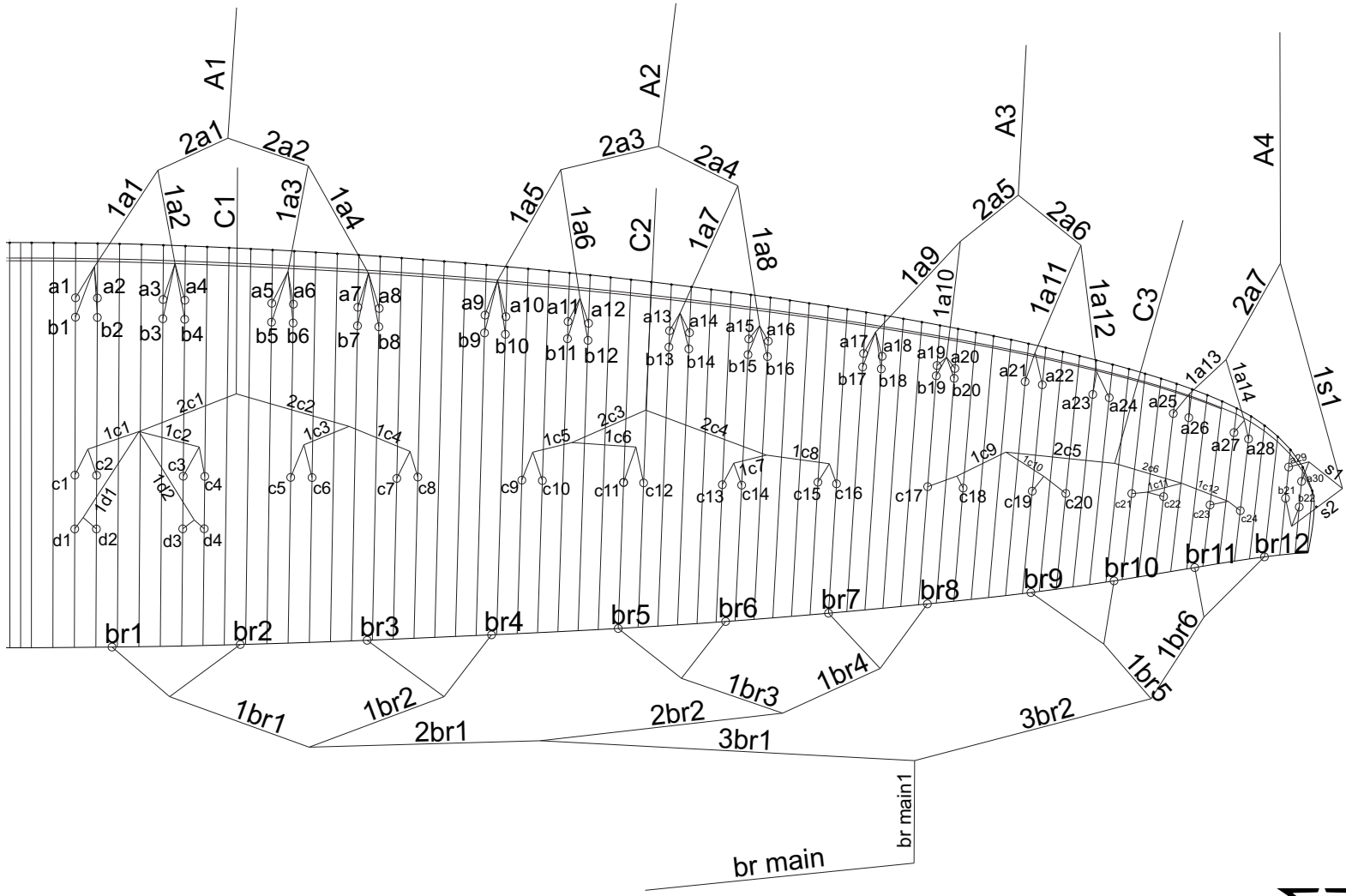
CANOPY	FABRIC CODE
Leading edge	Dominico 30 DMF
Upper surface	Porcher SKYTEX 32
Bottom surface	Porcher SKYTEX 27
Profiles	Skytex 27 hard, Skytex 40 hard
Reinforcement	Nitinol
SUSPENSION LINES	FABRIC CODE
Upper cascades	EDELRID A8000U (70, 50, 25)
Upper cascades	Liros DC 35
Middle1 cascades	Edelrid A8000U (130, 90, 70, 50, 25)
Middle1 cascades	Liros DC 35
Middle 2 cascades	Edelrid A8000U (90, 50, 25)
Middle 2 cascades	Liros DC (301, 201, 161)
Main	Edelrid A8000U 70
Main	Liros DC (401, 201, 161)
Main stabilo	EDELRID A9020-030
Brake upper	Edelrid A8000U 25
Brake middle 1	Edelrid A8000U 25
Brake middle 2	Edelrid A8000U (25, 50, 130)
Brake main	TSL 0190
RISERS	FABRIC CODE
Material	Liros 13 mm blyk nylon webbing
Pulleys	4x Harken PA18

Gambit risers arrangement



1. A0 riser
2. A1 riser, (Ears)
3. S stabilo
4. B0 riser
5. Maillons
6. Main attachment point
7. Speed bar attachment point
8. Speed bar pulleys
9. Speed limiter 140 mm

Line plan Gambit



GAMBIT XS - Total line length with risers

All the measurements are to be done under the 5 kg load							
A1	7976	B1	7956	C1	7946	BR1	8370
A2	7937	B2	7906	C2	7901	BR2	8049
A3	7858	B3	7831	C3	7790	BR3	7831
A4	7858	B4	7833	C4	7783	BR4	7825
A5	7832	B5	7806	C5	7756	BR5	7597
A6	7821	B6	7798	C6	7757	BR6	7511
A7	7876	B7	7848	C7	7835	BR7	7514
A8	7906	B8	7887	C8	7873	BR8	7609
A9	7816	B9	7794	C9	7745	BR9	7323
A10	7776	B10	7749	C10	7699	BR10	7281
A11	7685	B11	7659	C11	7587	BR11	7278
A12	7679	B12	7659	C12	7580	BR12	7429
A13	7622	B13	7600	C13	7530		
A14	7609	B14	7590	C14	7521		
A15	7634	B15	7613	C15	7561		
A16	7654	B16	7642	C16	7590		
A17	7526	B17	7513	C17	7417		
A18	7488	B18	7469	C18	7348		
A19	7403	B19	7387	C19	7256		
A20	7388	B20	7378	C20	7252		
A21	7324	B21	7024	C21	7184		
A22	7313	B22	7059	C22	7172		
A23	7317			C23	7180		
A24	7336			C24	7215		
A25	7143						
A26	7112						
A27	7061			D1	8047		
A28	7060			D2	7999		
A29	7010			D3	7886		
A30	7031			D4	7877		

GAMBIT S - Total line length with risers

All the measurements are to be done under the 5 kg load			
A1	B1	C1	BR1
A2	B2	C2	BR2
A3	B3	C3	BR3
A4	B4	C4	BR4
A5	B5	C5	BR5
A6	B6	C6	BR6
A7	B7	C7	BR7
A8	B8	C8	BR8
A9	B9	C9	BR9
A10	B10	C10	BR10
A11	B11	C11	BR11
A12	B12	C12	BR12
A13	B13	C13	
A14	B14	C14	
A15	B15	C15	
A16	B16	C16	
A17	B17	C17	
A18	B18	C18	
A19	B19	C19	
A20	B20	C20	
A21	B21	C21	
A22	B22	C22	
A23		C23	
A24		C24	
A25			
A26			
A27		D1	
A28		D2	
A29		D3	
A30		D4	

GAMBIT M - Total line length with risers

All the measurements are to be done under the 5 kg load							
A1	8615	B1	8593	C1	8583	BR1	9085
A2	8573	B2	8539	C2	8533	BR2	8738
A3	8486	B3	8458	C3	8413	BR3	8500
A4	8486	B4	8460	C4	8406	BR4	8494
A5	8459	B5	8431	C5	8376	BR5	8246
A6	8447	B6	8421	C6	8377	BR6	8153
A7	8506	B7	8476	C7	8461	BR7	8157
A8	8539	B8	8518	C8	8503	BR8	8259
A9	8441	B9	8418	C9	8369	BR9	7949
A10	8398	B10	8369	C10	8319	BR10	7903
A11	8299	B11	8270	C11	8197	BR11	7900
A12	8292	B12	8271	C12	8190	BR12	8065
A13	8230	B13	8207	C13	8136		
A14	8217	B14	8196	C14	8127		
A15	8244	B15	8221	C15	8170		
A16	8266	B16	8253	C16	8202		
A17	8126	B17	8114	C17	8014		
A18	8085	B18	8064	C18	7939		
A19	7993	B19	7976	C19	7842		
A20	7977	B20	7966	C20	7838		
A21	7907	B21	7582	C21	7761		
A22	7896	B22	7620	C22	7748		
A23	7899			C23	7757		
A24	7921			C24	7795		
A25	7711						
A26	7677						
A27	7621			D1	8692		
A28	7620			D2	8640		
A29	7567			D3	8517		
A30	7589			D4	8508		

GAMBIT L - Total line length with risers

All the measurements are to be done under the 5 kg load							
A1	8885	B1	8863	C1	8852	BR1	9388
A2	8841	B2	8807	C2	8801	BR2	9029
A3	8752	B3	8723	C3	8676	BR3	8783
A4	8752	B4	8725	C4	8669	BR4	8777
A5	8724	B5	8695	C5	8638	BR5	8521
A6	8711	B6	8685	C6	8640	BR6	8425
A7	8773	B7	8742	C7	8727	BR7	8428
A8	8806	B8	8785	C8	8769	BR8	8534
A9	8705	B9	8681	C9	8626	BR9	8214
A10	8661	B10	8631	C10	8574	BR10	8167
A11	8558	B11	8529	C11	8448	BR11	8163
A12	8552	B12	8530	C12	8440	BR12	8333
A13	8488	B13	8463	C13	8384		
A14	8474	B14	8452	C14	8374		
A15	8502	B15	8478	C15	8419		
A16	8524	B16	8511	C16	8452		
A17	8380	B17	8368	C17	8258		
A18	8338	B18	8316	C18	8180		
A19	8242	B19	8225	C19	8077		
A20	8226	B20	8214	C20	8073		
A21	8154	B21	7818	C21	7996		
A22	8142	B22	7857	C22	7983		
A23	8146			C23	7992		
A24	8168			C24	8032		
A25	7951						
A26	7916						
A27	7859			D1	8965		
A28	7857			D2	8910		
A29	7802			D3	8784		
A30	7825			D4	8774		

CCC line calculations XS, S, M

LINE	MATERIAL	STRENGTH(daN)	LEVEL 1(daN)	LEVEL 2(daN)	LEVEL 3(daN)	LEVEL 4
a1	A-8000-70	63,1				126,2
a2	A-8000-50	51,8				103,6
a3	A-8000-50	51,8				103,6
a4	A-8000-50	51,8				103,6
a5	A-8000-50	51,8				103,6
a6	A-8000-50	51,8				103,6
a7	A-8000-50	51,8				103,6
a8	A-8000-70	63,1				126,2
a9	A-8000-70	63,1				126,2
a10	A-8000-50	51,8				103,6
a11	A-8000-50	51,8				103,6
a12	A-8000-50	51,8				103,6
a13	A-8000-50	51,8				103,6
a14	A-8000-50	51,8				103,6
a15	A-8000-50	51,8				103,6
a16	A-8000-50	51,8				103,6
a17	A-8000-50	51,8				103,6
a18	DC 35	35,0				70
a19	DC 35	35,0				70
a20	DC 35	35,0				70
a21	DC 35	35,0				70
a22	DC 35	35,0				70
a23	DC 35	35,0				70
a24	DC 35	35,0				70
a25	DC 35	35,0				70
a26	A-8000-25	22,7				45,5
a27	A-8000-25	22,7				45,5
a28	A-8000-25	22,7				45,5
a29	A-8000-25	22,7				45,5
a30	A-8000-25	22,7				45,5
b1	A-8000-70	63,1				126,2
b2	A-8000-50	51,8				103,6
b3	A-8000-50	51,8				103,6
b4	A-8000-50	51,8				103,6
b5	A-8000-50	51,8				103,6
b6	A-8000-50	51,8				103,6
b7	A-8000-50	51,8				103,6
b8	A-8000-70	63,1				126,2
b9	A-8000-70	63,1				126,2
b10	A-8000-50	51,8				103,6
b11	A-8000-50	51,8				103,6
b12	A-8000-50	51,8				103,6
b13	A-8000-50	51,8				103,6
b14	A-8000-50	51,8				103,6
b15	A-8000-50	51,8				103,6
b16	A-8000-50	51,8				103,6
b17	A-8000-50	51,8				103,6
b18	DC 35	35,0				70
b19	DC 35	35,0				70
b20	DC 35	35,0				76,0
b21	A-8000-25	22,7				45,5
b22	A-8000-25	22,7				45,5
c1	A-8000-50	51,8				103,6
c2	A-8000-50	51,8				103,6
c3	A-8000-50	51,8				103,6
c4	A-8000-50	51,8				103,6
c5	A-8000-50	51,8				103,6
c6	A-8000-50	51,8				103,6
c7	A-8000-50	51,8				103,6
c8	A-8000-50	51,8				103,6
c9	A-8000-50	51,8				103,6
c10	DC 35	35,0				70,0
c11	DC 35	35,0				70,0
c12	DC 35	35,0				70,0
c13	DC 35	35,0				70,0
c14	DC 35	35,0				70,0
c15	DC 35	35,0				70,0
c16	DC 35	35,0				70,0
c17	DC 35	35,0				70,0
c18	A-8000-25	22,7				45,5
c19	A-8000-25	22,7				45,5
c20	A-8000-25	22,7				45,5
c21	A-8000-25	22,7				45,5
c22	A-8000-25	22,7				45,5
c23	A-8000-25	22,7				45,5
c24	A-8000-25	22,7				45,5
d1	A-8000-25	22,7				45,5
d2	A-8000-25	22,7				45,5
d3	A-8000-25	22,7				45,5
d4	A-8000-25	22,7				45,5
1a1	A-8000-120	77,0			214	
1a2	A-8000-90	90,2			180,4	
1a3	A-8000-90	90,2			180,4	
1a4	A-8000-120	77,0			214	
1a5	A-8000-90	90,2			180,4	
1a6	A-8000-90	90,2			180,4	
1a7	A-8000-90	90,2			180,4	
1a8	A-8000-90	90,2			180,4	
1a9	A-8000-90	90,2			180,4	
1a10	A-8000-70	63,1			126,2	
1a11	A-8000-50	51,8			103,6	
1a12	A-8000-50	51,8			103,6	
1a13	A-8000-50	51,8			103,6	
1a14	A-8000-25	22,7			45,5	
s1	A-8000-25	22,7			45,5	
s2	A-8000-25	22,7			45,5	
1c1	A-8000-50	51,8			103,6	
1c2	A-8000-50	51,8			103,6	
1c3	A-8000-50	51,8			103,6	
1c4	A-8000-50	51,8			103,6	
1c5	A-8000-50	51,8			103,6	
1c6	A-8000-50	51,8			103,6	
1c7	A-8000-50	51,8			103,6	
1c8	A-8000-50	51,8			103,6	
1c9	A-8000-50	51,8			103,6	
1c10	DC 35	35,0			70,0	
1c11	A-8000-25	22,7			45,5	
1c12	A-8000-25	22,7			45,5	
1d1	A-8000-50	51,8			103,6	
1d2	A-8000-50	51,8			103,6	
2a1	DC301	231,2		462,4		
2a2	DC201	175,4		350,8		
2a3	DC201	175,4		350,8		
2a4	DC201	175,4		350,8		
2a5	DC161	145,3		290,6		
2a6	A-8000-90	90,2		180,4		
2a7	A-8000-50	51,8		103,6		
1s1	A-8000-25	22,7		45,5		
2c1	A-8000-90	90,2		180,4		
2c2	A-8000-90	90,2		180,4		
2c3	A-8000-90	90,2		180,4		
2c4	A-8000-90	90,2		180,4		
2c5	A-8000-70	63,1		126,2		
2c6	A-8000-50	51,8		103,6		
A1	DC401	356,3	712,6			
A2	DC401	356,3	712,6			
A3	DC201	175,4	350,8			
A4	A-8000-70	63,1	126,2			
C1	DC201	175,4	350,8			
C2	DC201	175,4	350,8			
C3	A-8000-90	90,2	180,4			
			LEVEL 1(daN)	LEVEL 2(daN)	LEVEL 3(daN)	LEVEL 4
		sum daN	2784,2	3086,3	3564,8	6745,1
		norm 23g	>level 1	>level 2	>level 3	>level 4
		max weight per level	123,4	136,8	158,0	298,9
		max Kg XS, S, M	123,4			

CCC line calculations L

LINE	MATERIAL	STRENGTH(daN)	LEVEL 1(daN)	LEVEL 2(daN)	LEVEL 3(daN)	LEVEL 4
a1	A-8000-70	63,1				126,2
a2	A-8000-50	51,8				103,6
a3	A-8000-50	51,8				103,6
a4	A-8000-50	51,8				103,6
a5	A-8000-50	51,8				103,6
a6	A-8000-50	51,8				103,6
a7	A-8000-50	51,8				103,6
a8	A-8000-70	63,1				126,2
a9	A-8000-70	63,1				126,2
a10	A-8000-50	51,8				103,6
a11	A-8000-50	51,8				103,6
a12	A-8000-50	51,8				103,6
a13	A-8000-50	51,8				103,6
a14	A-8000-50	51,8				103,6
a15	A-8000-50	51,8				103,6
a16	A-8000-50	51,8				103,6
a17	A-8000-50	51,8				103,6
a18	DC 35	35,0				70
a19	DC 35	35,0				70
a20	DC 35	35,0				70
a21	DC 35	35,0				70
a22	DC 35	35,0				70
a23	DC 35	35,0				70
a24	DC 35	35,0				70
a25	DC 35	35,0				70
a26	A-8000-25	22,7				45,5
a27	A-8000-25	22,7				45,5
a28	A-8000-25	22,7				45,5
a29	A-8000-25	22,7				45,5
a30	A-8000-25	22,7				45,5
b1	A-8000-70	63,1				126,2
b2	A-8000-50	51,8				103,6
b3	A-8000-50	51,8				103,6
b4	A-8000-50	51,8				103,6
b5	A-8000-50	51,8				103,6
b6	A-8000-50	51,8				103,6
b7	A-8000-50	51,8				103,6
b8	A-8000-70	63,1				126,2
b9	A-8000-70	63,1				126,2
b10	A-8000-50	51,8				103,6
b11	A-8000-50	51,8				103,6
b12	A-8000-50	51,8				103,6
b13	A-8000-50	51,8				103,6
b14	A-8000-50	51,8				103,6
b15	A-8000-50	51,8				103,6
b16	A-8000-50	51,8				103,6
b17	A-8000-50	51,8				103,6
b18	DC 35	35,0				70
b19	DC 35	35,0				70
b20	DC 35	35,0				76,0
b21	A-8000-25	22,7				45,5
b22	A-8000-25	22,7				45,5
c1	A-8000-50	51,8				103,6
c2	A-8000-50	51,8				103,6
c3	A-8000-50	51,8				103,6
c4	A-8000-50	51,8				103,6
c5	A-8000-50	51,8				103,6
c6	A-8000-50	51,8				103,6
c7	A-8000-50	51,8				103,6
c8	A-8000-50	51,8				103,6
c9	A-8000-50	51,8				103,6
c10	DC 35	35,0				70,0
c11	DC 35	35,0				70,0
c12	DC 35	35,0				70,0
c13	DC 35	35,0				70,0
c14	DC 35	35,0				70,0
c15	DC 35	35,0				70,0
c16	DC 35	35,0				70,0
c17	DC 35	35,0				70,0
c18	A-8000-25	22,7				45,5
c19	A-8000-25	22,7				45,5
c20	A-8000-25	22,7				45,5
c21	A-8000-25	22,7				45,5
c22	A-8000-25	22,7				45,5
c23	A-8000-25	22,7				45,5
c24	A-8000-25	22,7				45,5
d1	A-8000-25	22,7				45,5
d2	A-8000-25	22,7				45,5
d3	A-8000-25	22,7				45,5
d4	A-8000-25	22,7				45,5
1a1	A-8000-120	77,0			214	
1a2	A-8000-90	90,2			180,4	
1a3	A-8000-90	90,2			180,4	
1a4	A-8000-120	77,0			214	
1a5	A-8000-90	90,2			180,4	
1a6	A-8000-90	90,2			180,4	
1a7	A-8000-90	90,2			180,4	
1a8	A-8000-90	90,2			180,4	
1a9	A-8000-90	90,2			180,4	
1a10	A-8000-70	63,1			126,2	
1a11	A-8000-50	51,8			103,6	
1a12	A-8000-50	51,8			103,6	
1a13	A-8000-50	51,8			103,6	
1a14	A-8000-25	22,7			45,5	
s1	A-8000-25	22,7			45,5	
s2	A-8000-25	22,7			45,5	
1c1	A-8000-50	51,8			103,6	
1c2	A-8000-50	51,8			103,6	
1c3	A-8000-50	51,8			103,6	
1c4	A-8000-50	51,8			103,6	
1c5	A-8000-50	51,8			103,6	
1c6	A-8000-50	51,8			103,6	
1c7	A-8000-50	51,8			103,6	
1c8	A-8000-50	51,8			103,6	
1c9	A-8000-50	51,8			103,6	
1c10	DC 35	35,0			70,0	
1c11	A-8000-25	22,7			45,5	
1c12	A-8000-25	22,7			45,5	
1d1	A-8000-50	51,8			103,6	
1d2	A-8000-50	51,8			103,6	
2a1	DC301	231,2		462,4		
2a2	DC201	175,4		350,8		
2a3	DC201	175,4		350,8		
2a4	DC201	175,4		350,8		
2a5	DC161	145,3		290,6		
2a6	A-8000-90	90,2		180,4		
2a7	A-8000-50	51,8		103,6		
1s1	A-8000-50	51,8		103,6		
2c1	A-8000-90	90,2		180,4		
2c2	A-8000-90	90,2		180,4		
2c3	A-8000-90	90,2		180,4		
2c4	A-8000-90	90,2		180,4		
2c5	A-8000-70	63,1		126,2		
2c6	A-8000-50	51,8		103,6		
A1	DC401	356,3	712,6			
A2	DC401	356,3	712,6			
A3	DC201	175,4	350,8			
A4	A-8000-90	90,2	180,4			
C1	DC201	175,4	350,8			
C2	DC201	175,4	350,8			
C3	A-8000-90	90,2	180,4			
			LEVEL 1(daN)	LEVEL 2(daN)	LEVEL 3(daN)	LEVEL 4
		sum daN	2838,4	3144,4	3564,8	6745,1
		norm 23g	>level 1	>level 2	>level 3	>level 4
		max weight per level	125,8	139,4	158,0	298,9
		max Kg L	125,8			

Safety and responsibility

Paragliding is a dangerous and high risk activity, where safety depends on the person practicing it. By purchasing and using this equipment you declare that you are a certified paragliding pilot, and you accept all risks involved in paragliding activities, including serious injury and death. Improper use or misuse of paragliding equipment considerably increases the risks.

The designer, manufacturer, distributor, wholesaler and retailer cannot and will not guarantee your safety when using this equipment, nor accept responsibility for any damage, injury or death as a result of the use of this equipment. This equipment should only be used by qualified and competent pilots. You must not use this equipment if you are not trained.

You alone as a qualified and competent pilot must take full responsibility to ensure that you understand the correct and safe use and maintenance of this paragliding equipment, to use it only for the purpose that it was designed for, and to practice all proper safety procedures before and during its use.

Guarantee

Triple Seven WARRANTY:

All Triple Seven products are fully warranted for 24 months, against material defects that are not the result of normal wear or accidental damage.

Registration information

To fully use all Triple Seven maintenance and warranty services you need to register your glider on our website. Wanting to provide good product support, we invite you to do so, even if you bought your glider second-hand.

Triple Seven Warranty & Product registration:

http://www.777gliders.com/tripleseven/support

Get involved

As a new Triple Seven pilot we invite you to contact us in case of any technical or practical issues regarding equipment or techniques. We also invite you to send us your flying photos, videos or even postcards. We would like to hear from you and your exciting adventures with your new glider! Finally, join our Facebook community and share the passion. Have fun!

Contact

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Online resources

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