

KIMFLY



X17

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|--|---------------|--|--|
| | SERIAL NUMBER | | |
|--|---------------|--|--|

LOW WEIGHT

GREAT HANDLING

AMAZING PERFORMANCE

EASY TAKE-OFF

X17 is a mini-wing, but nice performance, great handling and wide speed range.

X17 was mainly designed for mountain climbers, hikers and alpinists to add another dimension to their adventure....to add paragliding.

Thanks to good performance, the **X17** is also nice companion in stronger wind conditions.

CONSTRUCTION AND MATERIALS

Construction and materials at **X17** are chosen to make the wing light, fast, simple.

The **X17** has 26 cells, mini ribs in trailing edge, PVC sticks that reinforce the front edge of profiles. For better canopy stability there is a tension tape through whole D line.

There are four upper gallery lines A, B, C and D, but only three main lines A, B and C, what makes the **X17** hibrid three-liner.

Upper lines gallery has 25 lines, that is from each profile, for best weight distribution.

Reisers are made of 10 mm tape, with trimmer system. Using the trimmer, we get additional up to 5-8 km/h of speed.

Symmetric Collapse – “Big Ears”

Big ears are an effective rapid descent maneuver. At a load of 100 kg, the sink rate is 4,5 m/s at horizontal speed 38-40 km/h. After releasing, the **X17** returns to normal flight smoothly.

B-Stall

In B-stall the **X17** reaches a sink rate of 7 m/s or more. The **X17** stays very stable above pilot in B-stall, there is no swinging or rotation.

After releasing the B raisers the wing returns to normal flight very easy. In case of fast releasing of raisers, the wing can swing forward up to 40 degrees.

Deep Spiral

The **X17** enters the spiral fast and easy. It reaches vertical speed of 14m/s in a 1,5 circle at full break length.

To control the speed and angle, you should use brake line.

The spiral exit should be active!

WARNING – the **X17** can enter stable spiral dive. In that case you need to be familiar with active spiral exit procedure. Do not use the **X17** as a spiral training wing!

Full stall

The **X17** enters full stall by pulling break lines over 50 cm. Before collapsing the canopy, you will feel considerably increased force in break lines and experience swinging the canopy backwards. In next seconds the wing will stabilise above pilot with small swinging forwards-backwards.

By exit from full stall, the wing swings forward up to 45 degrees.

Frontal collapse

After frontal collapse, the canopy opens and returns to normal flight fast and easy.

Side collapse

At test side collapsing, the canopy stabilises and returns to normal flight with up to 120 degrees rotation and forward swinging up to 45 degrees.

50% collapse and opposite side rotation is easily possible.

ALL TEST FLIGHTS AND TEST MANEUVERES WERE PERFORMED WITH 100 kg PILOT WEIGHT.

Warnings

- The **X17** is a mini-wing. Due to its flight dynamics, high responsiveness and speed it is intended for experienced pilots only. USE of the **X17** is at **YOUR OWN RISK!**
- Although it is very dynamic and highly responsive, the **X17** is by no means an acro wing.
- The **X17** is not a paramotor wing.
- Flying in rain can cause a wing to stall.
- Flying in inappropriate flight conditions (turbulence, strong wind, close to storms...) is dangerous.
- Performing wing-overs and deep spirals at low altitudes is dangerous.
- Check the glider for technical faults before every flight.
- Always perform the 5 points control rule.

Folding and Storing

The **X17** can be folded in any way (cell by cell or any other method). When folding it is important not to turn the leading edge up and backwards, but to place the glider in transportation bag with leading edge looking up freely. This way reinforcement rods in leading edge are bent the least.

Technical Check

Technical check of the wing must be conducted every two years or 150 flights by manufacturer or authorized person.

TEHNICAL DATA

| | X17 |
|----------------------------|--------------------|
| Flat Area | 17m ² |
| Nr Cells | 26 |
| Flat Wingspan | 8,5 m |
| Flat AR | 4,3 |
| Projected Area | 14,0m ² |
| Trim speed km/h | 43km/h – 90kg |
| Speed max km/h | 53km/h |
| Take-off weight min | 60 kg |
| Weight | 2,3 kg |

MATERIAL

| | |
|----------------------------|--|
| Top surface | PORCHER skytex 27 classic |
| Lower surface | PORCHER skytex 27 classic |
| Ribs, diagonals | PORCHER skytex 27 classic |
| Lines upper gallery | EDELRID 8000 |
| Middle lines | EDELRID 8000 |
| Main lines | EDELRID A,B,C- 190 daN - 1,5 mm - aramid |
| Brake lines | EDELRID 60 daN PES – dynema - 1,0 mm |
| Brake line main | EDELRID 190 daN - 1,5mm - aramid |
| Raisers | Band 10 mm MOUKA TISNOV |
| Carabiners | PEGUET inox MR |
| Rods | Nylon |

LINE LENGTH CONTROL SHEET X17 2020-1

| X17 | A | B | C | D | Breaks |
|----------|------|------|------|------|--------|
| 1 | 5485 | 5380 | 5460 | 5565 | 6045 |
| 2 | 5395 | 5295 | 5375 | 5480 | 5910 |
| 3 | 5380 | 5280 | 5365 | 5470 | 5880 |
| 4 | 5405 | 5310 | 5400 | 5500 | 5825 |
| 5 | 5390 | 5300 | 5365 | 5460 | 5725 |
| 6 | 5355 | 5270 | 5335 | 5430 | 5735 |
| 7 | 5325 | 5245 | 5315 | 5405 | 5680 |
| 8 | 5320 | 5250 | 5315 | 5405 | 5585 |
| 9 | 5250 | 5185 | 5270 | | 5595 |
| 10 | 5155 | 5100 | 5175 | | 5460 |
| 11 | 5055 | 5005 | 5075 | | 5365 |
| 12 | 4975 | 4935 | 4980 | | 5330 |
| 13 | 4845 | 4755 | 4870 | | |
| 14 stabi | 4695 | 4675 | 4780 | | |

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