



Xstyle

User Manual

Please read this manual carefully and keep its instructions in mind while using your Xstyle paraglider

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1. INTRODUCTION

The Xstyle is brand new entry level acro / freestyle glider from the Gradient development team.

With the Xstyle you'll find your personal playground in the air, anywhere on the planet. It might just change your life as you jack in that fulltime job and head off to find the best place to perfect your skills, training as often as you can. The Xstyle hones your intuition into the perfect line in the sky, the perfect climb and the perfect, stylish acro run.

At the same time the Xstyle will keep you busy. With its sensitive feedback it will clearly show off your skill level, while offering you room to perfect those skills. Training with the Xstyle will help take your flying to the next level – and will help you move on up to a dedicated Acro wing.

This manual provides information which will help you to fly safely and to keep your wing in a good condition. If, after reading this booklet, you have any further questions or if you are uncertain about anything, please do not hesitate to contact Gradient or any authorised Gradient dealer. We will gladly answer all your questions.

We would be pleased to receive your feedback when you get to know your Xstyle.

Keep in mind:

Acro paragliding is an extremely demanding sport requiring the highest level of attention, judgement and self-discipline. If you do acro manoeuvres, do it only above water with necessary safety measures in place such as a rescue boat and buoyancy aid. Only ever practice aerobatics with plenty of altitude.

2. YOUR PARAGLIDER

2.1. Technical description

The Xstyle is a completely new development by the Gradient Team and was designed in cooperation with the best acro pilots. The wing's main characteristics are the highly stable profile, easy stall characteristics and sensitive handling in deep stall – fundamental basics for an up-to-date freestyle wing. Gradient's 'no compromise' philosophy has been used to in the build – only materials of the highest standard have been used, helping make this wing what it is. There are reinforcements at all points of high stress, building security into your wing and giving you ultimate peace of mind. Rated to 8G and a take-off weight of 135kg the Xstyle passed its official shock and load tests without any problems. The wing's colour scheme can be customized too – just ask us for details and we'll make your dream wing come true.

The well-proven three and half rows and three-level line concept with three main lines per a side is used. The suspension system has been created from the highest quality lines (Edelrid and Cousine). All lines are covered.

The sophisticated combination of Dyneema and Aramid lines with different behaviour of shrinking characteristics maintains the right geometry of the suspension system for a long time.

The main C-lines are connected to the karabiners through loops, allowing easier adjustment when your glider is serviced.

Xstyle is supplied with a well proven three-riser speed-system which gives great maximum speed.

Small, simple details make this glider complete. Gradient has paid attention to details too, including: clearing holes on the wing tips, split A-riser, mini and micro attachment points on the wing tips and trailing edge and a new rucksack, an inner bag and a riser bag.

2.2. Technical data

Xstyle	Units	20
Flat Area	[m ²]	20.20
Projected area	[m ²]	17.39
Span	[m]	10.05
Projected span	[m]	7.99
Aspect ratio	[1]	5.00
Projected aspect ratio	[1]	3.67
Max. chord	[m]	2.52
Min. chord	[m]	0.78
Number of cells		42
Line consumption ¹	[m]	252.24
Weight of the glider	[kg]	4.0
Take-off weight range	[kg]	60 – 120 ²
Certification		926-1 ³

¹ - Line consumption is the sum of lengths of all lines including brake lines.

² - Take-off weight is the weight of the pilot including equipment and paraglider (approx. 20-25 kg).

³ - Shock and Load test 8G up to 135kg.

Length of the riser:

Xstyle 20	Units	A ₁ +A ₂	B	C
Basic position	[mm]	440	440	440
Fully accelerated	[mm]	355	367	440

Risers are without trimmers. Length tolerance of risers is +/-5mm.

2.3. Materials

Canopy	
Upper and Bottom sail	Porcher Marine 9017 Skytex 38, E25 Universal, 38 g/m ²
Ribs, Diagonals	Porcher Marine 9017 Skytex 40, E29 Hard, 40 g/m ²
Reinforcements	Porcher Marine 6098 Laminated Skytex Film, 120 g/m ²
Reinforcements	Porcher Marine 6391 SR-170, 165 g/m ²
Reinforcements	Nylon Rod Ø2,00 mm
Suspension lines	
Lines-top level	Cousine Dyneema 1.1, Ø1.10 mm
Lines-middle level	Edelrid Dyneema 7850-100, Ø1.10 mm
Lines-middle level	Edelrid Dyneema 7850-130, Ø1.30 mm
Lines-middle level	Edelrid Dyneema 7850-160, Ø1.50 mm
Lines-middle level	Edelrid Aramid 7343-140, Ø1.30 mm
Lines-bottom level	Edelrid Aramid 7343-190, Ø1.50 mm
Lines-bottom level	Edelrid Aramid 7343-230, Ø1.70 mm
Lines-bottom level	Lir Edelrid Aramid 7343-280, Ø1.80 mm
Brake lines	
Lines-top level	Edelrid Dyneema 7850-080, Ø1.00 mm
Lines-middle level	Edelrid Aramid 7343-140, Ø1.30 mm
Lines-bottom level	Edelrid Dyneema A-10/N-300-024, Ø2.50 mm
Risers	
Webbing	Mouka Tisnov PAD, 15 mm, 25 mm
Pulleys Brakes	Riley RM 302
Carabiners	Maillon Rapide MRSI03.5 S12, Maillon Rapide MRDI04.0



3. CERTIFICATION

Xstyle pass successfully Shock and Load test EN 926-1 at 8G up to 135kg.

WARNING: *The Xstyle paraglider is only built for hill or tow launching. It is not built to withstand jumping from a plane, balloon, building or for any jumps where there is a belated opening of the canopy. Use of subsidiary motor (eg paramotoring) has not been tested by the manufacturer or by any other testing body.*

4. ADJUSTING YOUR GLIDER

Before it reaches the customer every Xstyle, goes through a final check and test-flight to verify that its characteristics and measurements correspond to the manufacturer's specifications. You may only make adjustments to brake-line lengths or to the speed system of your Xstyle – and only then in keeping with the recommendations of this manual.

Other adjustments or changes to your Xstyle lead to a loss of guarantee. Do not endanger yourself and other pilots by amateur modification. If you have any suggestions for improvements let us know and our test-pilots will try out your ideas.

4.1. Brake line adjustment

When you receive your new Xstyle the main brake lines are adjusted to the length set during the certification test. This length should suit most pilots and is indicated on the main control line (R0.0) . It is of course possible to adjust the brake-line length to suit each pilot's physical build, height of harness hang points, or style of flying. We recommend that **you act wisely when adjusting brake-line length and change the length in small, successive steps.**

If you need to adjust brakes back to the basic position and the marks on the main brake lines are vague, use the following lengths for relevant size:

Xstyle 20: 226cm

Brake lines that are too short may:

- Lead to fatigue from flying with your hands in an unnatural position.
- Impede recovery from certain unstable manoeuvres.
- Certainly reduce speed range of your glider.

Brake lines that are too long may:

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

Each brake line should be tied securely to its control handle. Use knots which will guarantee this, for example, Double Dragon.

4.2. Addition of the speed system

Xstyle is equipped with a very effective foot-operated speed system as standard. Pressure on the foot stirrup shortens the A and B risers and by this reduces the angle of attack of the canopy. Make sure you can use the whole range when you attach your speed stirrup. For some pilots this will require the use of a two-step speed stirrup.

5. OPERATION IN FLIGHT

This manual is intended as a guide to the characteristic features of your new Xstyle paraglider. Under no circumstances should it be used as a 'learn-to-fly' manual for paragliding or as a substitute for a paragliding training course.

5.1. Standard flight

5.1.1. Pre-flight check

Pre-flight check is essential part of getting ready to fly and that's why you should pay special attention to it. Check the canopy and the lines for damage, clear the lines of any tangles, check the riser maillons, speedbar connectors and don't forget to check your harness and your reserve parachute.

Before launch spread the canopy out into a slight arc and check that:

- all cell openings are free
- no lines are looped around or under the canopy
- no lines are tangled or have a knot in them
- any twigs, grass or other objects are not entangled in the lines or in the canopy
- the risers are not twisted
- the brake lines run freely through the pulleys
- the knots on the brake handles are secure
- the karabiners on the risers are tightened

5.1.2. Launch

Launching Xstyle is straightforward, either by front launch or by reverse launch. A dynamic pull of the front risers (A, coloured red) will bring the canopy simply and easily above the pilot's head. The canopy inflates from the centre equally and smoothly. The Xstyle has no tendency to outrun the pilot and quickly stabilises above the pilot. Once there, visually check the canopy and the lines before taking off. Take off can be made easier by a light pull on the brakes.

5.1.3. Flight

Xstyle is trimmed to fly at best glide when the brakes are fully up. Best sink rate is achieved when both brakes are drawn down evenly to about 10-15% of their range.

Flying in turbulent conditions

When flying through severe turbulence, stabilise the canopy with simultaneously applying a little brake to both sides. Flying with a little brake applied will also help to prevent deflations and give you more feedback about the air is doing and how the glider is reacting. Responding correctly to the paraglider's movement by means of the brakes and weight shift is known as 'active flying'. A pilot demonstrating good active-flying skills will significantly reduce both the number and severity of collapses he or she experiences.

Turning

Xstyle is very comfortable and pleasant in turns. Handling characteristics are responsive and accurate and demand no special habits or non-standard procedures. When developing Xstyle special attention was devoted to the brake pressure. The result is that brake travel and pressure have been optimised. Brake pressure is reassuringly progressive. In flight, brakes are firm but responsive and precise and allow perfect communication with the canopy. You will find that a harness with fairly loose cross-bracing will help the glider turn. In an emergency (e.g. a broken brake line) the glider can be steered with the rear risers or by weight shift.

Using the speed system

Maximum speed is one of the strong points of Gradient paragliders and Xstyle is no exception. Not only has the glider a very high maximum speed, but unlike some other paragliders the full speed range is useable. Don't forget that any collapse at full speed will be more severe than the same event experienced at normal trim speed. Always keep both hands on the controls when flying fast in turbulence and be ready to release the speed system immediately at the first sign of a collapse. Use the speed system very carefully, or not at all at low altitude.



5.1.4. Landing

Landing with Xstyle is very simple and shouldn't cause any problem. On your first flights you may be surprised at how well it glides. Take account of this when making your landing approach! Into wind, at about one metre above the ground pull the brakes down all the way. In nil-wind conditions, or if forced to make an emergency landing downwind, you may prefer to take a wrap around each control line to enable a more dynamic flare.

5.2. Fast descent

Sooner or later every pilot will need to descend quickly. It might be because of a sudden and unexpected change in the weather, reaching cloud base and not wishing to enter cloud, or simply because you need to finish your flight quickly. Additionally, if landing is thermic, it is often very difficult to land without using a rapid-descent method. There are three main methods for achieving a rapid descent and they are: Big Ears, B-Line Stall and Spiral Dive.

Practise these manoeuvres under the supervision of an instructor and with a reserve parachute. Never compromise your safety.

5.2.1. Big Ears

This is the easiest technique for a rapid descent. Depending on how much of the wing tip you deflate, 3 m/s to 6 m/s sink rate can be achieved.

While in Big Ears your sink rate and forward speed can be further increased by using the speed system. Xstyle can be steered while Big Ears are in by means of weight shift.

Initiation: Grab the outer A-lines or outer split A-risers on both sides as high as possible and pull them down smoothly. Hold them firmly. The effective area of the glider is reduced equally on both sides of the wing. The size of the deflated area depends on how deeply the lines are pulled down (or on the number of lines pulled – one or two outer lines on both sides). Be sure to pull both sides equally.

Recovery: Under normal circumstances Xstyle will open automatically when the A-lines are released. Opening may be accelerated by gently pumping the brakes (repeated symmetrical braking on both sides).

CAUTION: *The bigger sink rate of the glider increases the angle of attack. By pushing the speed bar, this effect is compensated.*

5.2.2. B-Line Stall

This is an effective rapid descent technique. Depending on how far the B-risers are pulled down, the sink rate is between 5 m/s and 8 m/s.

Initiation: Grab the B-risers at the top and smoothly pull them down until the canopy shows a spanwise crease where the B-lines attach to the sail. Your sink rate will increase considerably while your forward speed will decrease practically to zero. Don't be startled when the airflow over the top surface is interrupted and the glider enters a parachutal stall without moving forward. It will soon stabilise above your head. **Stability of the canopy in this manoeuvre can be significantly improved when pulling the B-risers simultaneously down and outward.**

Recovery: On releasing the B-risers Xstyle automatically returns to normal flight without staying in deep stall or shooting in front of the pilot. Let go of the risers smoothly and symmetrically.

CAUTION: *Do everything symmetrically and at the same time. If the B-risers are released unevenly the canopy can enter a turn. If the risers are released slowly and very unevenly you could enter a spin.*

5.2.3. Spiral Dive

The Spiral Dive is the most effective way of making a fast descent. Every pilot should be able to perform a spiral dive and one day you may need to. In a Spiral Dive always stay aware of your altitude, which decreases very rapidly. The sink rate reached in a Spiral Dive can be more than 16-18 m/s. During the

manoeuvre the pilot and glider will experience strong centrifugal forces. Forces of greater than 3G are possible – a great strain on the pilot as well as the glider.

Initiation: Smoothly pull on one brake so that the glider goes from a normal 360-degree turn into a steep turn and from there into a spiral dive. The transition into a spiral dive can be made easier by weight shifting to the inner side of the turn. Keep an eye on the tension of the brakes all the time: reduced tension signals an overload of the glider and danger of falling into a negative spin.

Recovery: Xstyle recovers from a Spiral Dive automatically as soon as the brakes are released. Release them smoothly and always finish a Spiral Dive with safe altitude!

CAUTION: *When exiting the Spiral Dive make sure your position in the harness is neutral. Recovery from a Spiral Dive can be delayed if you are weight shifting to the inner side of the turn.*

5.3. SIV manoeuvres

No matter what category of canopy you fly or what level of certification it has, in turbulence or in strong thermals you may experience all kinds of collapses.

Xstyle behaves comfortably in these situations. Indeed not only does the glider deal with extreme flight situations automatically, but it also offers – for its category – an above-average degree of safety. Even so, you must follow all safety rules when practising SIV. Always pay attention to your altitude.

Before performing any SIV manoeuvre remember:

- Practise throwing your reserve on the ground, in a simulator, so that reserve deployment is efficient and automatic.
- Rapid altitude loss and considerable rotational forces may develop during unstable manoeuvres. Take account of these factors when throwing your reserve.

5.3.1. Asymmetric Collapse – one side of the canopy collapses

Initiation: Grab the outer A-line on one side and pull it down smoothly. The wing tip will collapse to form a characteristic Big Ear. The size of the ear depends on the depth to which the lines are pulled. You can stop any turn tendency by applying the opposite brake and by weight shifting onto the inflated side of the canopy.

Recovery: Under normal conditions Xstyle will reinflate spontaneously when the pulled lines are released. Inflation time and loss of altitude can be reduced by suitable piloting. To stop any tendency to turn off course pull the brake on the inflated side (be careful not to overreact and stall the inflated side) and weight shift to that side. If the collapse remains then reinflate the collapsed side by 'pumping' the brake on the collapsed side.

CAUTION: *It is very important to execute this manoeuvre very carefully. Due to the high compactness of the leading edge and collapse resistance it is quite difficult to find a right degree of pulling of A-risers down. This applies particularly to the asymmetric collapse of 75% at full speed!*

5.3.2. Full Frontal Collapse

Initiation: Grab both A-risers at the top and pull them down fluently until the leading edge collapses.

Recovery: Recovery time depends on how much of the canopy has collapsed. In normal conditions Xstyle will recover into normal flight automatically as soon as the front risers are released. **Applying the brakes on both sides simultaneously can help reopen the paraglider.**

CAUTION: *It is very important to execute this manoeuvre very carefully. Due to the high compactness of the leading edge it is quite difficult to find a right degree of pulling of A-risers down. If you pull them down too quickly, a massive collapse could happen!*



5.3.3. Deep stall

Initiation: Pull both brakes smoothly until the sink rate increases markedly and the forward speed reaches almost zero. The pull on the brakes should be controlled so that the canopy stays inflated and doesn't fall back into a full stall.

Recovery: Xstyle cannot stay in deep stall flight, so after the brakes are released the glider automatically returns to normal flight. If you need to, you can accelerate recovery by pulling hard on both brakes, followed by a fast release. Or you can pull lightly on the A-risers.

CAUTION: *If you pull too hard on the A-risers you may experience a full frontal collapse.*

5.3.4. Full stall

Initiation: Wind the control lines once or twice around your hands and pull both of them down smoothly. Hold them down until the canopy falls behind the pilot and deforms into a characteristic crescent shape. Hold your hands firmly (press them underneath the seat) and be careful that you do not release the brakes prematurely or asymmetrically.

Recovery: Xstyle recovers from a full stall automatically once the brakes are smoothly released. During correct recovery from a full stall Xstyle shows no extreme tendencies such as diving in front of the pilot. If the brakes are released prematurely or too quickly there is a possible tendency for the glider to dive ahead of the pilot. This can be corrected by adequate simultaneous braking on both-sides.

CAUTION: *When exiting a Full Stall, if the brakes are released asymmetrically the glider may suffer a massive asymmetrical collapse followed by a tendency to enter a spin.*

5.3.5. Spin

Initiation: Slow down by braking to nearly minimum speed. Then pull a brake on one side all the way down while simultaneously releasing the brake on the other side. Because the stalled side falls back, the canopy suffers airflow disruption over one half of the wing which results in a spin and a rapid loss of altitude.

Recovery: Under normal circumstances Xstyle is capable of recovering from a spin automatically when the brakes are released.

Caution: *In general, when there is a very fast or a long-lasting rotation and when the brakes are released too quickly, the canopy may shoot in front of the pilot followed by a massive asymmetrical collapse.*

Warning: *Whenever a paraglider is not in normal flight and airflow is disrupted there is always a rapid increase in sink rate and therefore a substantial loss of altitude.*

Remember: When practising SIV the wrong manoeuvre at the wrong time may change a fairly easy situation into a dangerous problem. You are also exposing your glider to forces that may damage it. Practise SIV manoeuvres only under the supervision of an instructor and with a reserve parachute.

6. MAINTAINING YOUR GLIDER

If you handle your glider with care and store it in a suitable place it can last you a very long time. On the other hand, neglecting maintenance, bad storage and the use of unsuitable cleaning products can reduce the lifespan of your glider significantly or may even make it dangerous.

You must keep to these rules:

- Choose a suitable area for your launches. Lines caught on roots or rocks lead to unnecessary strain on the attachment tabs during inflation. Snagging the lines may rip the canopy tissue or damage lines.
- When landing, **never let the canopy fall on its leading edge** in front of the pilot. The effect of these forceful collisions and the sudden pressure increase can severely damage the air-resistant coating of the canopy as well as weaken the ribs and seams.

- Protect the canopy from unnecessary strain. Inconsiderate handling of your glider – pulling it over grass, soil, sand or rocks – will significantly reduce its lifetime and increase porosity.
- When preparing the paraglider for a launch or when ground handling, be sure not to step on any of the lines or the canopy.
- Don't tie any unnecessary knots in the lines. Packing methods where special knots are made in the lines as used on parachutes and reserve parachutes are not suitable for packing the lines used on paragliders.
- Protect your canopy and lines from unnecessary exposure to sunlight. UV-rays can damage many parts of a paraglider.
- Try **not to pack your glider when wet**. If it's unavoidable then dry it as soon as possible but away from direct sunlight. **Be careful to avoid storing your canopy wet** - this is the most common reason for cloth degradation, and is easily preventable.
- Don't let your glider come into contact with seawater. If it does, rinse the lines, canopy and risers with fresh water and dry 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 degrees Celsius.
- Never let the paraglider come into contact with chemicals. Clean the glider with clean lukewarm water only.
- When packing the glider we recommend concertina folding the reinforced leading edge to avoid damaging the plastic reinforcements.
- For long-term storage don't pack the glider too tightly. Store it in a cold, dry and well-ventilated room.
- After tree- or water-landings always examine the glider carefully. If you suspect that the flight features of your paraglider have changed, contact an authorised Gradient supplier as soon as possible.

7. CHECKING YOUR GLIDER

After 100 flying hours or two years your Xstyle must be thoroughly checked and tested by the manufacturer or by a Gradient authorised service centre. This check is primarily focused on:

- measuring of porosity
- measuring of tear strength of fabric
- sewing of panels, attachment points, cell openings, etc.
- condition of lines and risers
- line strength
- geometry of the suspension system

All data are recorded in the test report. On the basis of the real wing's condition, authorized technician will define the next check interval: under normal circumstances it is two years.

8. REPAIRING YOUR GLIDER

Only small repairs, that don't change the airworthiness of the paraglider, may be done by the user. These include: fixing small tears (but not seams) up to 10 cm; changing damaged lines; and changing rubber line-fixation rings on the small karabiners.

When repairing your paraglider on your own keep to the following rules:

- When repairing the sail use a self-adhesive patch specified for this purpose. Every Xstyle comes with a small amount of self-adhesive material which is enough for small repairs.
- The only admissible repairs done on lines are those where the damaged lines are changed for new ones. Lines must be exclusively supplied by Gradient; an authorised dealer or authorised service centre. When ordering new lines use the codes in the attached line diagram. Use the code 'Xstyle'

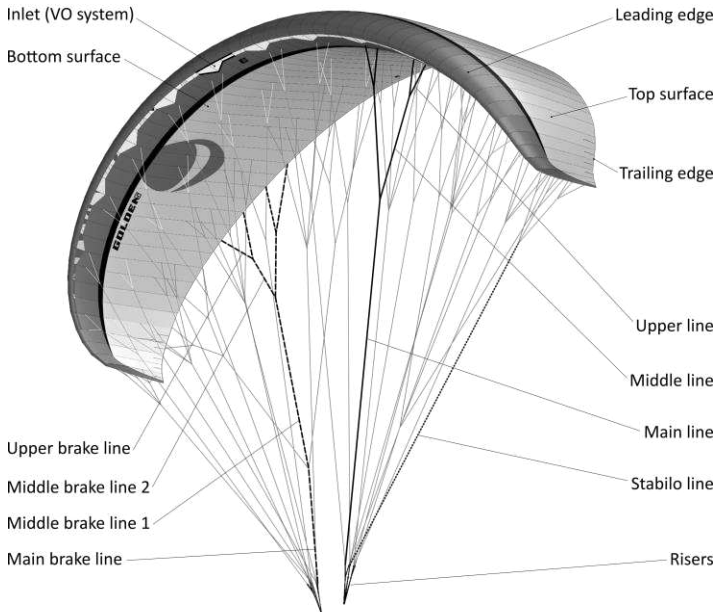


and size of the glider, followed by the line code. E.g. the outside main line in row A for a Xstyle 20 is: 'Xstyle 20 A1.3'.

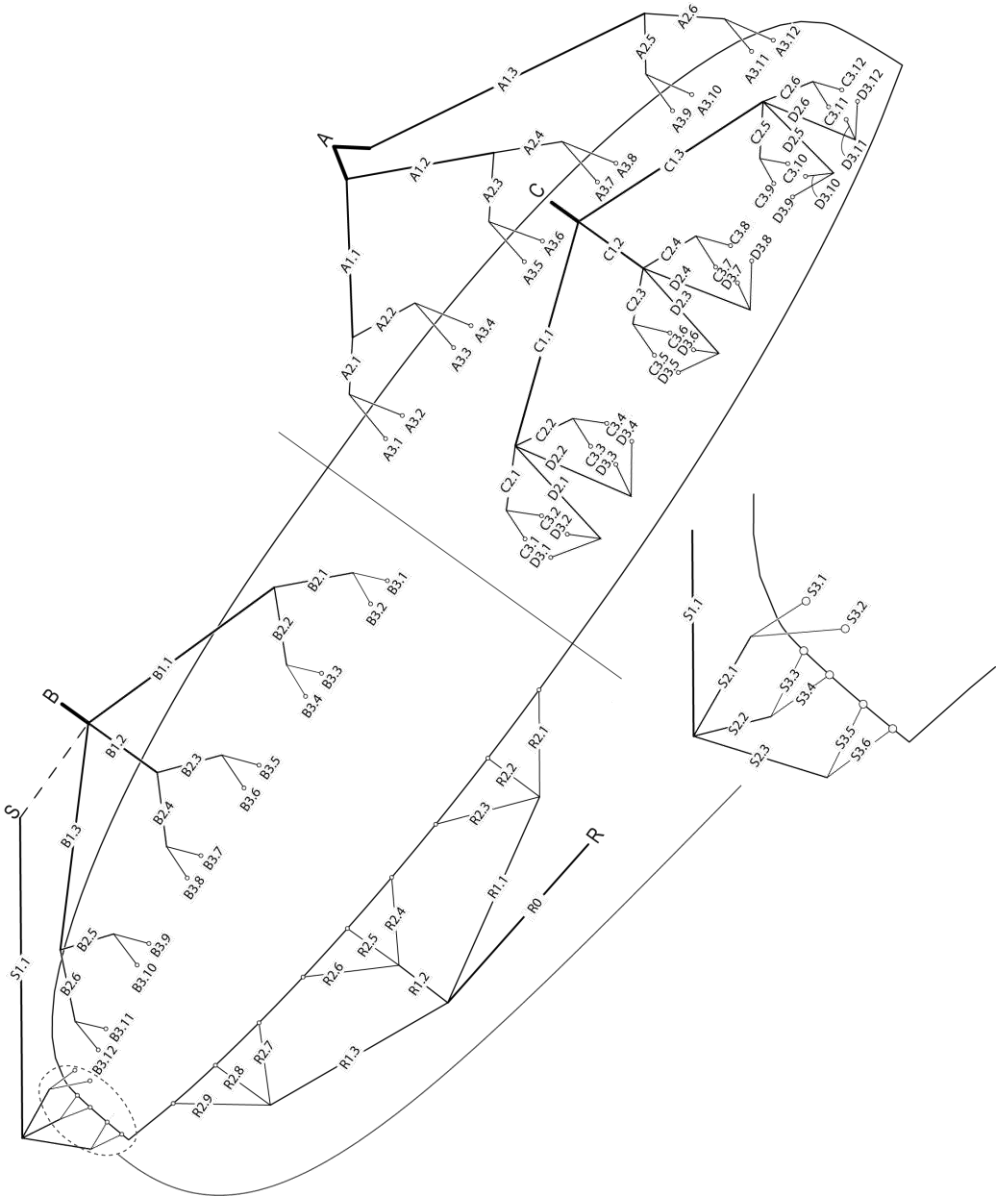
- An exception to this is an emergency repair of brake line while out flying. For this purpose Gradient encloses a spare line with every Xstyle with a prepared loop on one end. To get the right length adjust it according to the same line on the opposite side of the canopy. As soon as you can, change the line for an original one from your authorised Gradient service centre.
- After changing any line a thorough pre-flight check must be done. Don't hesitate to ask your instructor or an experienced colleague for help. If you're not sure, entrust the job to either the manufacturer or an authorised Gradient dealer.

If you have to replace any of the line-tidy rings (a spare rings are supplied with each Xstyle) check that the lines haven't been swapped accidentally and that they are returned to the small karabiner in the correct order.

9. DIAGRAM



10. LINE PLAN



11. ENJOY YOUR FLYING

Even though Xstyle has outstanding performance and stability it must be understood that even the safest paraglider is an aircraft and that all air sports can be relatively dangerous.

Remember that your safety lies in your own hands and that it is always your responsibility to be well prepared.

Never underestimate weather conditions. And never forget that you are flying for pleasure and not to become a 'fallen hero'. Remember this and the fun that only free-flying can bring will be yours.

We believe that your sensible attitude and the flight characteristics of your Xstyle will combine to ensure you have many hours of fantastic flying.

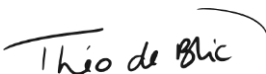
For all our gliders we use Porcher materials which are made under environmental laws of the EU and all the coating is environmentally friendly.

When your glider gets to the end of its life we recommend to use Porcher recycling Program to dispose it.

GRADIENT wishes you many fabulous flights and happy landings.



Lukáš Pohl
R&D team - designer



Théo de Blick
R&D team – test pilot



Ondřej Dupal
R&D team - director

12. CUSTOMER CARE

Please contact your nearest Gradient dealer for any questions concerning your Gradient equipment.

You can find the list of all Gradient dealers on our website.

<http://www.gradient.cx/en/Agencies>

For all other questions or requests please email us at gradient@gradient.cx

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