

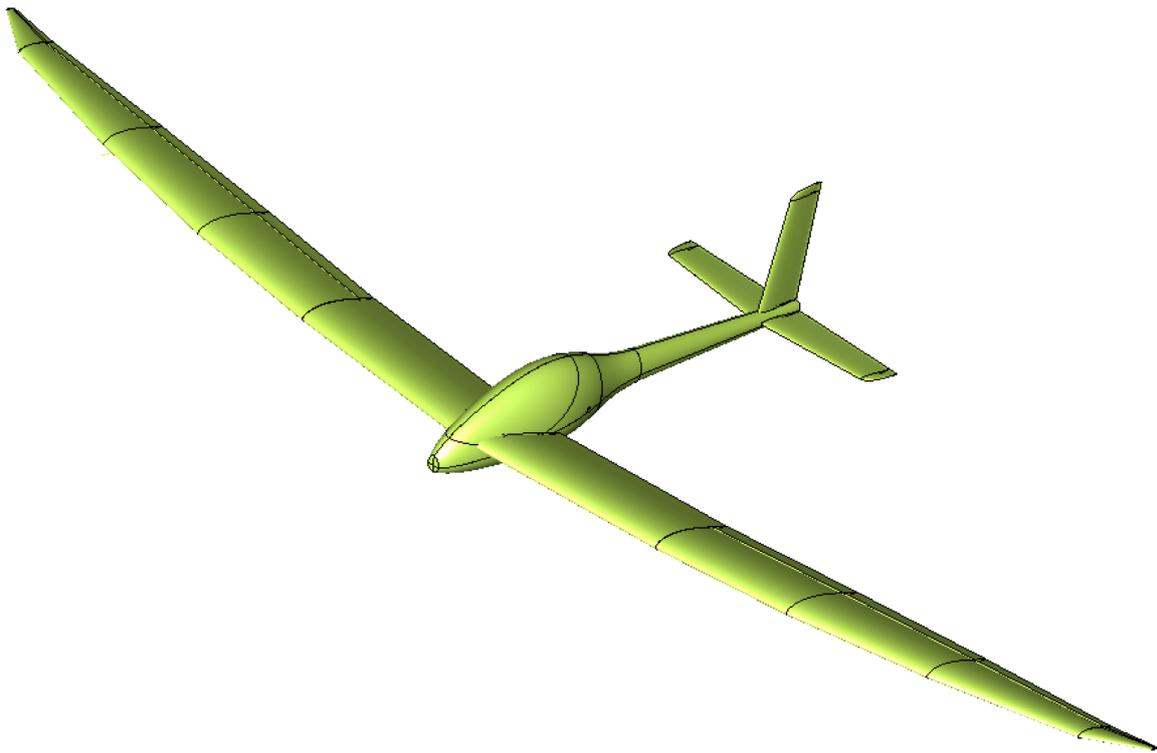
XXTHERM GLIDERS

Designed for Manufacturability, Reliability, Safety, Quality and Beauty

xxtherm 2

**Footlaunch Sailplane / Hang Glider
Rigid Wing FAI Class 0-2 LTF - L**

**Convincing reasons for soaring
Excellent ground handling**



- The first hang glider with a glide ratio > 33
- Optimized for soaring and distance flight
- Structure maintains highest strength in the whole speed range
- Safe and crashworthy cockpit, airbag and ballistic parachute recovery system
- Optional electric drive for footlaunching in level country
- Small package for transport and storage

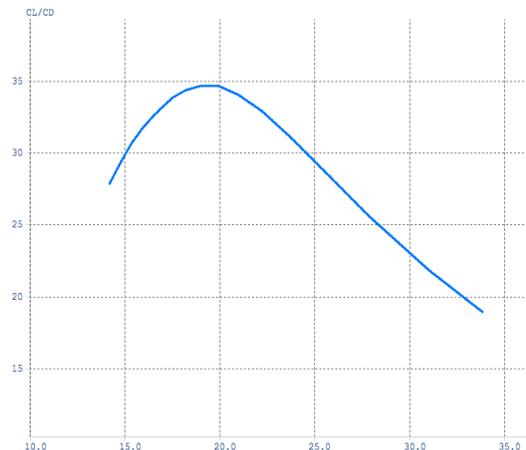
Control	Sidestick elevator/aileron right hand, flaps/rudder left hand
Structure	Composite Sandwich
Launching	Footlaunch, Electric Drive, Aerotow, Trail and Bungee
Landing	On wheel or feet (FAI Class 0-2). Pilot protected.
Electric drive	Optional drive unit with nose-mounted folded prop

XXTHERM GLIDERS

Designed for Manufacturability, Reliability, Safety, Quality and Beauty

SPECIFICATIONS

- Span 13.5 m
- Aspect ratio 16.7
- Wing surface area 11 m²
- Area loading 11.5 – 15 kg/m²
- MTOW 165 kg
- Empty weight 65 kg
- Pilote weight 60 – 100 kg
- Pilote length 150 – 195 cm
- VSF - VNE 30 – 140 km/h
- Glide ration >33 (calculated)
- Limit loads +6 g / -3 g



STRUCTURE

The fuselage consists of a safe and crashworthy cockpit. A generous canopy gives free sight. The seat position of the pilot with the head behind the trailing edge of the wing allows for good ground visibility.

The wing is composed of three 4.5 m long sections. One central wing with flaps/breaks and the complete control-box with main bellcrank, mixers and push rods for flaps, breaks and ailerons. And the outer Wings with ailerons. There is no joining of spars at the place of the greatest bending moments.

The three stab surfaces are absolutely identical and interchangeable. The stab is controlled via push rod, the rudder with a steel rope via sidestick and pedals.

The special wing configuration with the main spar in front of the pilot and lightly swept back outer wing panels avoids compromises in regard of the center of gravity. The pilot is able to lift the airplane in a completely balanced way and there is no need for retrimming in the recumbent flight position.

SAFETY ASPECTS

The considerably bent fuselage and the long tail wheel strut insure a safe situation for the pilot in case of emergency situations during foot launching. There is no possibility to be crushed by the glider.

The glider is equipped with an integrated rescue ballistic parachute system. There is also the option to install a special UL airbag in the cockpit.

ASSEMBLY

Easy assembly for one person. All structural and control junctions are fully automatic. There are no losable parts or pins. No tools needed.

XXTHERM GLIDERS

Designed for Manufacturability, Reliability, Safety, Quality and Beauty

CONTAINER

The Glider can be stored and carried in a two-piece container. Given the very compact pack-size there is no need for a special trailer. The containers are stackable and can be stored in a normal garage.

The total weight incl. glider is < 75 kg. This gives great options for easy traveling and reaching of some distinguished remote corners.



EXAMPLE VW Golf Variant.

Authorized roof load	75 kg.	Authorized load width	178 cm.
Fuselage box	460 x 66 x 90 cm	Car height	148 cm
Wing box	460 x 95 x 40 cm	Total height	238 cm
Total Width	161 cm		

ELECTRIC DRIVE

The glider can be equipped with an optional drive unit with nose-mounted folded propeller. The drive unit is a compact module including a brushless DC motor, propeller, spinner, mounting flange and integrated electric connectors. The drive unit replaces the standard nose cone. The module is mounted with a quick release fastener and there is no need for tools.

SPECIFICATION

Motor	MGM COMPRO	REX 30	
Input power	15 kW	2500 RPM	
Battery	KOKAM LIPO	14S - 8P	3000 kWh
Performance	Fully charged battery	1000 m climb	10 minutes

