FLIGHT MANUAL

MODELE : A42td
REVISION : V1.3
DATE : 31/08/2026
LANGUE : EN



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- TABLE OF CONTENTS -

1	Introduction	[3]
2	General Safety Instructions	[3]
3	Limits of Use	[3]
4	Glider Description	[4]
5	Technical Specifications	[4/5]
6	Equipment Overview	[6/7]
7	Glider Setup	[9]
8	Pre-Flight Preparation	[9/10]
9	Take-off	[10/11]
10	Flight Characteristics	[11]
11	Rapid Descents	[12/13]
12	In-Flight Incidents	[13 - 15]
13	Landing	[15]
14	Packing and Transport	[16]
15	Lines layout and Materials	[17/18]
16	Maintenance and Repairs	[19]
17	Periodic Inspection	[19/20]
18	Warranty	[21]
19	Liability	[21]
20	Eco-responsibility & Recycling	[22]
21	Maintenance sheet	[22]
22	Annexes	[23 - 26]

1 Introduction

Thank you for choosing the AEROTECH A42td. The A42td is an EN B certified tandem paraglider developed to meet the demands of intensive professional use while remaining perfectly suited to private pilots. It offers easy inflation, excellent take-off behaviour and outstanding durability. This manual describes the operating conditions, safety instructions, maintenance requirements and inspection procedures. It must be read before the first flight and kept with the glider.

2 General Safety Instructions

Paragliding is an aerial activity involving inherent risks. Flying this wing requires appropriate training, the qualifications required for tandem flight, and a good knowledge of meteorology and airspace regulations. The pilot is solely responsible for their decisions, the safety of the passenger, and compliance with flight conditions. Before every take-off, ensure that the weather, launch site, equipment and airspace are suitable for the intended flight. The use of a certified helmet, a suitable harness and a reserve parachute is strongly recommended and may be required by your insurance policy.

3 Limits of Use

3.1 - Pilot level

The A42td is intended for pilots holding the qualifications required for tandem paragliding, in accordance with the regulations in force in their country. Experience appropriate to the expected flying conditions is essential.

3.2 - Harnesses

Use only with certified tandem harnesses and compatible spreaders. Harness adjustments influence the glider's behaviour.

3.3 - Total flying weight

The glider must be flown within its certified all-up weight range (AUW), including the equipped pilot, passenger, harnesses, spreaders, reserve parachute and all carried equipment.

3.4 - Wet glider

A wet glider increases the risk of a parachutal stall. Avoid excessive braking and maintain sufficient speed.

3.5 - Winching

Only with certified equipment, a qualified operator, and a trained pilot.

3.5 - Aerobatics

Prohibited.

3.5 - Tandem

Yes

4 Glider Description

The AEROTECH A42td is an EN-B certified tandem paraglider designed to provide easy take-off, balanced flight behaviour, excellent stability and outstanding durability.
Applications:
Professional tandem flying
Recreational tandem flying
Intensive commercial use
Tandem pilot progression



5 Technical Specifications

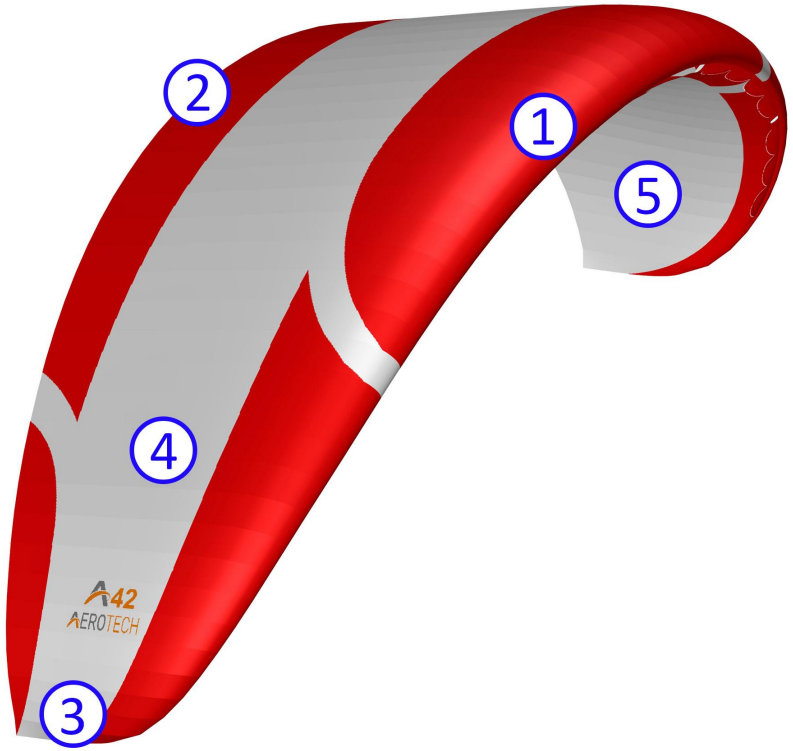
PTV (KG)	110	120	130	140	150	160	170	180	190	200	210	220
42												

Light flying
Standard flying
Heavy loading

	42
TOTAL FLYING WEIGHT RANGE (PTV) (KG)	110-220
GLIDER WEIGHT (KG)	8,0
NUMBER OF CELLS	52
FLAT AREA (M²)	41,65
PROJECTED AREA (M²)	34,94
SPAN (M)	14.93
PROJECTED SPAN (M)	11,61
FLAT ASPECT RATIO	5,35
PROJECTED ASPECT RATIO	3,86
CHORD (M)	3,47
CERTIFICATION (EN 926-2)	EN/LTF B
NUMBER OF RISERS	4+1
SPEED SYSTEM (MM)	100
BRAKE TRAVEL (CM)	> 65 cm
CERTIFICATION CHEST STRAP WIDTH (CM)	55 cm

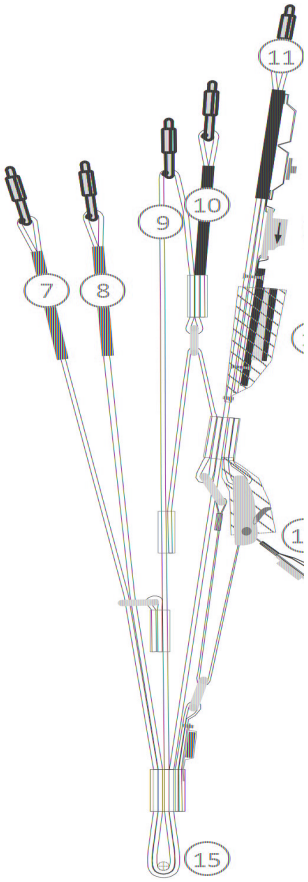
With the exception of the trim system, this glider is not equipped with any adjustable, removable or variable device.

6 Equipment Overview



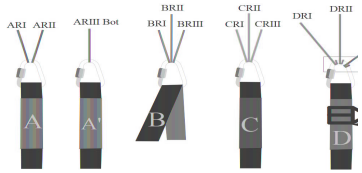
1. Leading edge
2. Trailing edge
3. Wing tips
4. Upper surface
5. Lower surface

All spare parts and accessories for your A42td are available separately from AEROTECH. In accordance with Article L111-4 of the French Consumer Code, AEROTECH guarantees the availability of spare parts essential to the use of the product for a minimum of 10 years from the date of purchase.





LINES TO BE ATTACHED :
ARI + ARII = A
ARIII = A'
BRI + BRII + BRIII = B
CRI + CRII + CRIII = C
DRI + DRII + STABI Main = D with ext



CLOSED TRIMME
A = 390 mm
A' = 390 mm
B = 390 mm
C = 390 mm
D = 390 mm

OPEN TRIMMERS
A = 390 mm
A' = 390 mm
B = 413 mm
C = 437 mm
D = 485 mm

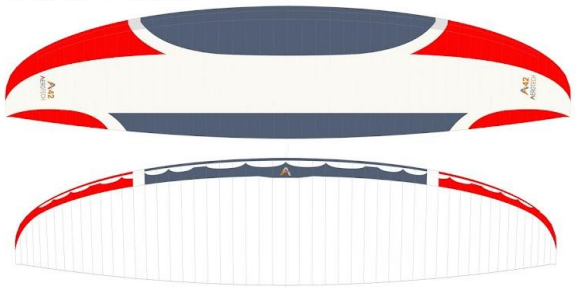
Debattement des trims : 9,5 cm

Debattement de l'accélérateur : Pas d'accélérateur

7 A riser
8 A' riser (big ears)
9 B riser
10 C riser
11 D riser
12 Clamcleat
13 Brake handle attachment
14 Brake handle
15 Main attachment point
16 Carry bag
17 Trims
18 Compress bag
19 Accessory pouch

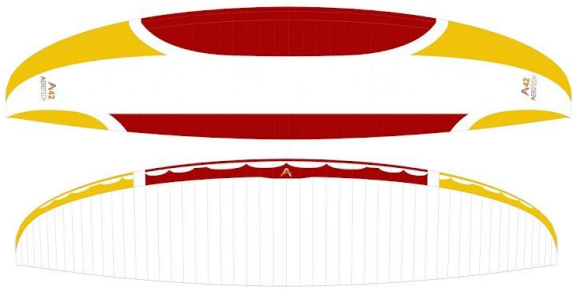
2026 Colours

Colour : Racer



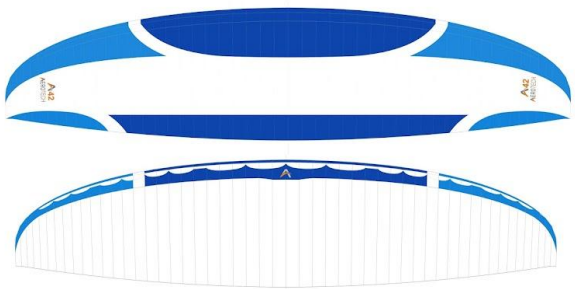
Top : Petrol/ White / Dragon red
Bottom : Petrol/ White / Dragon red

Colour : Burst



Top : Dark Red / White / Gold
Bottom : Dark Red / White / Gold

Colour : Ocean



Top : Deep Blue / White/ Electric blue
Bottom : Deep Blue / White / Electric Blue

7 Glider Setup

Glider connection

Connect the risers to the certified spreaders using suitable carabiners. Ensure the A risers are positioned at the front. Check that the risers are not twisted. Attach the pilot and passenger harnesses correctly to the designated attachment points on the spreaders.

Securing

Ensure the carabiners are properly closed and locked. Check the condition of the quick links and all connection points.

Harness adjustment

Use harnesses certified to current EN/LTF standards. Adjust the chest strap according to your build, your passenger's build and the desired handling characteristics. Check that the reserve parachute is correctly installed and adjusted.

Speed system installation

Depending on the conditions, use the trims fully closed or at the first acceleration mark. Never take off with the trims fully released.

8 Pre-Flight Preparation

Site selection

Clear area, free of obstacles and turbulence.
Orientation appropriate to the wind.
Sufficient space for the inflation phase.

Glider layout

Unfold the glider in a rosette or arc shape.
Position it correctly facing the wind.
Stand in line with the take-off direction.

Line layout

Untangle all the lines.
Check that there are no:
knots
twists
trapped lines

Brake identification

Clearly identify the risers (A, B, C,D).
Check that the brake controls move freely.

Brake adjustment

The brakes are factory-set for standard use.

Adjustment possible if necessary.
Modifications must be carried out with caution (use of a suitable knot recommended).
Maintain sufficient slack to avoid any постоян tension on the trailing edge.
In accelerated position, the trailing edge must remain free.

9 Take-off

Principle

Take-off consists of inflating the wing, controlling its rise, and then building up enough speed for lift-off. On the A42td, this phase is made easier by progressive inflation and a smooth, even rise of the wing, providing an easy and reassuring take-off, especially for pilots gaining tandem experience.

Inflation

Applying a progressive and symmetrical pull on the risers allows the wing to be pressurized evenly. It is essential to accompany the wing's rise smoothly, without abrupt inputs, while maintaining a fluid movement aligned with the take-off direction. Pulling too quickly or asymmetrically may lead to an imbalance of the wing or a disorderly rise.

The pilot must remain attentive to the wing's behavior from the very first phases of inflation in order to anticipate any necessary corrections.

Overhead control

Once the wing is stabilized above the pilot, it is essential to check its symmetry and proper inflation. Any tendency to deviate or collapse must be corrected immediately with appropriate and measured inputs.

This phase is critical: proper control of the wing directly determines the quality of the take-off. The pilot must ensure that the wing is fully stabilized before proceeding to the next phase.

Acceleration phase

When the wing is correctly positioned, the pilot initiates a steady and committed run to generate the speed required for take-off. It is important not to sit down prematurely and to allow the wing to progressively generate lift.

Insufficient or interrupted acceleration may compromise the take-off, particularly on shallow slopes or in weak conditions.

Take-off techniques

Take-off can be performed using either a forward (launch facing downhill) or reverse (launch facing the wing) technique, depending on the aerological conditions and the pilot's skill level. The forward launch is generally preferred in calm conditions due to its simplicity of execution. The reverse launch provides better visual control of the wing in more active conditions but requires a turning phase before the take-off run.

Safety

Take-off should only be initiated when the wing is fully under control and the take-off path is clear. It is essential to ensure that the aerological conditions are appropriate for the pilot's skill level and experience. A prudent decision before take-off is a key safety factor.

10 Flight Characteristics

General behaviour

The A42td has been designed to provide safe, stable and forgiving handling, making it ideal for training and pilot progression. It offers excellent wing cohesion, with effective pitch and roll damping, allowing the pilot to maintain precise control even in mildly turbulent conditions.

Brake control

The use of the brakes allows the pilot to adjust both the flight path and the speed of the wing. In hands-up configuration, the wing delivers its best performance and optimal airspeed. Smooth and progressive brake inputs enable precise control without degrading the overall behaviour of the wing.

Excessive braking may increase the sink rate and, in extreme cases, lead to a stall. It is therefore recommended to adopt smooth and measured control inputs.

Turning

The turn is initiated by combining the pilot's gaze, weight shift in the harness and progressive input on the inside brake. The A42td delivers smooth, predictable turning behaviour, with progressive banking and a natural return to level flight. The pilot should maintain good coordination throughout the turn to avoid any imbalance or loss of efficiency.

Accelerated Flight – Trim Use

Using the trims increases the wing's speed by reducing its angle of attack. In accelerated flight, the wing becomes more sensitive to turbulence and air disturbances. The pilot should therefore fly with increased attention and avoid large brake inputs. It is recommended to return the trims to the fully closed position in turbulent conditions or whenever control is reduced, in order to regain a more stable flight configuration.

Rear riser control

Rear-riser steering is primarily intended to control the flight path without using the brakes, particularly in the event of a brake line failure or a jammed brake control. Unlike a solo wing, active rear-riser steering does not provide any significant performance advantage on a tandem wing.

11 Rapid Descents

General information

Rapid descent techniques are used to increase the sink rate in order to lose altitude quickly. These manoeuvres should be used with care, taking into account the weather conditions and the pilot's level of experience. Good anticipation and careful assessment of the conditions will often avoid the need to use these techniques in inappropriate situations. On the A42td, these manoeuvres remain accessible and progressive, but they still require precision and good coordination to be performed safely.

Big ears

The big ears technique consists of folding the wing tips to increase the sink rate while maintaining a high forward speed. To perform the manoeuvre, grasp the dedicated big ears lines and pull them down symmetrically until the wing tips fold. The wing remains stable, with an increased sink rate and reduced glide performance. You may use the dedicated Clamcleat cleats to secure the lines, avoiding the need to keep them under tension manually. Once the lines are secured, resume normal brake control. In strong turbulence, we recommend releasing the lines from the Clamcleat cleats.To exit the manoeuvre, gradually release the risers. In most cases, the wingtips will reopen spontaneously. If necessary, a gentle, symmetrical brake pump can be applied. Always use smooth, progressive inputs and avoid releasing the risers abruptly.

B-line stall

Although this manoeuvre can be performed with the A42TD, we do not recommend its use. It is physically demanding and offers no significant benefit during normal tandem flight operations. Should its use become necessary, it is strongly recommended to have first learned and mastered this manoeuvre on a solo wing before attempting it in tandem flight.

Steep spiral

Steep 360° turns are used to achieve high rates of descent by placing the wing into a descending spiral. To initiate the manoeuvre, progressively enter a turn by combining weight shift with brake input on the inside of the turn. The turn rate and sink rate will increase progressively.
This manoeuvre generates significant G-forces and requires a high level of pilot proficiency. On the A42TD, spiral entry remains progressive, but particular attention should be paid to the increasing loads and to maintaining control of the flight path. The spiral is controlled by modulating both brake input and weight shift.
To exit the spiral, progressively shift your weight to the opposite side while smoothly releasing the inside brake. The recovery should always be carried out progressively to avoid an excessive pitch-up. Allow the wing to return to stable flight before performing any further manoeuvre.

Important

Be aware of the physiological effects associated with steep spirals (high G-forces, spatial disorientation).
Always adapt the intensity of the manoeuvre to your experience and skill level.

Recommendations

It is strongly discouraged to combine different rapid descent techniques without prior mastery. In particular, combining big ears with steep turns or spirals may lead to unpredictable behaviour. In general, favour smooth, coordinated and situation-appropriate inputs. Good anticipation remains the best way to avoid the need for such techniques.

12 In-Flight Incidents

General information

Thanks to its design, the A42TD is a particularly forgiving and confidence-inspiring wing. It effectively tolerates minor piloting errors and maintains predictable behaviour in most flight situations. Like any paraglider, however, it may still be affected by strong turbulence or inappropriate pilot inputs. Calm, smooth and anticipative piloting will, in the vast majority of cases, allow a rapid return to normal flight.

Collapses

In turbulent conditions, a partial collapse may occur, typically of low amplitude and asymmetrical.

The first action is to maintain your heading. You can assist this with weight shift in the harness to limit rotation, while supporting the wing with moderate brake input. It is important to avoid any abrupt or excessive inputs, especially on the brakes, as this could worsen the situation or lead to a partial stall.

In most cases, the wing will reopen spontaneously. If the reopening is delayed, a light and progressive pumping on the collapsed side may be applied, without using excessive amplitude. In the case of frontal collapses, the wing generally recovers its profile without specific intervention; simply maintain a stable trajectory and avoid overcorrection. In accelerated flight, it is essential to immediately release the speed system in the event of a collapse, and then stabilise the wing before applying any correction.

A collapse, even a minor one, may induce rotation if not properly managed. It is therefore essential to favour coordinated control, combining weight shift and brake input, in order to maintain a consistent flight path. Particular attention should be paid to brake settings: excessively short brake lines can create constant trailing edge tension and significantly increase the risk of stall.

Cravats

In certain situations, part of the wing may become trapped in the lines, forming what is known as a cravat. This phenomenon can lead to varying degrees of rotation and degrade flight performance. The priority is to maintain heading and control rotation using weight shift in the harness.

A progressive pumping action on the affected side will generally allow the wing to reopen. If the rotation increases and becomes difficult to control, shift your weight to the opposite side to stabilise the trajectory. If the situation cannot be controlled despite these actions, deployment of the reserve parachute must be considered without delay.

Full stall

A full stall corresponds to a loss of airspeed with the wing still inflated but no longer producing effective lift. It may be caused by excessive brake input, specific aerological conditions, or a wet wing. In this case, the wing may remain stable while descending almost vertically.

The appropriate reaction is to fully release the brakes in order to allow the wing to regain speed. If necessary, a light input on the front risers or a progressive use of the speed system may help to restore a normal flight regime. It is essential to ensure that sufficient airspeed has been regained before applying any further inputs.

Wet conditions

In wet conditions or in rain, increased vigilance is recommended, as the wing's behaviour may be altered and the risk of stall increased. In such situations, it is advisable to adopt particularly smooth control inputs, avoid significant brake actions, and prioritise a safe landing as soon as possible.

13 Landing

Preparation

The landing should be anticipated early enough to allow for a stable and safe approach. It is recommended to maintain sufficient altitude to organise the landing pattern and adapt the trajectory according to the aerological conditions. Below approximately 30 metres, it is preferable to avoid tight turns, as they may generate incidents, especially in turbulent conditions or in wind gradient.
The pilot should maintain a smooth and consistent flight path, keeping an appropriate airspeed until the final approach.

Final approach

During the final approach, both the pilot and passenger should adopt an upright position in the harness. The pilot should maintain sufficient airspeed to prepare for landing. Brake inputs must be applied smoothly and progressively to maintain full control of the wing without degrading its aerodynamic profile.

Particular attention must be paid to wind conditions, especially in the presence of a gradient, which may lead to a loss of airspeed when approaching the ground.

Flare and landing

The flare consists of progressively converting forward speed into lift in order to reduce the rate of descent. This action should be performed smoothly and symmetrically. A flare that is initiated too late or is insufficient will result in a hard landing, whereas a flare that is started too early or applied too aggressively may cause the wing to climb, followed by a stall. On the A42TD, the brake range is forgiving, but the flare should nevertheless be performed with smooth and precise control inputs.

Post-landing control

The flare consists of progressively converting forward speed into lift in order to reduce the rate of descent. This action should be performed smoothly and symmetrically. A flare that is initiated too late or is insufficient will result in a hard landing, whereas a flare that is started too early or applied too aggressively may cause the wing to climb, followed by a stall. On the A42TD, the brake range is forgiving, but the flare should nevertheless be performed with smooth and precise control inputs.

Recommendations

It is strongly recommended to land into the wind in order to optimise deceleration and reduce ground speed. Good anticipation, smooth control inputs, and careful assessment of the conditions allow for precise and safe landings.

14 Packing and Transport

Packing

After each flight, it is recommended to pack the wing carefully in order to preserve the integrity of the fabric and the internal structure. Packing should be carried out without excessive compression, avoiding repeated sharp folds in the same areas. Particular attention should be paid to the cleanliness of the wing: the presence of sand, dust or debris may accelerate material wear.

It is essential never to pack or store a wet wing. In case of exposure to moisture or rain, the wing must be completely dried in a temperate and ventilated area before being stored.

Transport

During transport, the glider must be placed in its bag in such a way that it is protected from external damage. Contact with chemical substances, hydrocarbons, or abrasive surfaces that could damage the fabric and lines must be avoided.

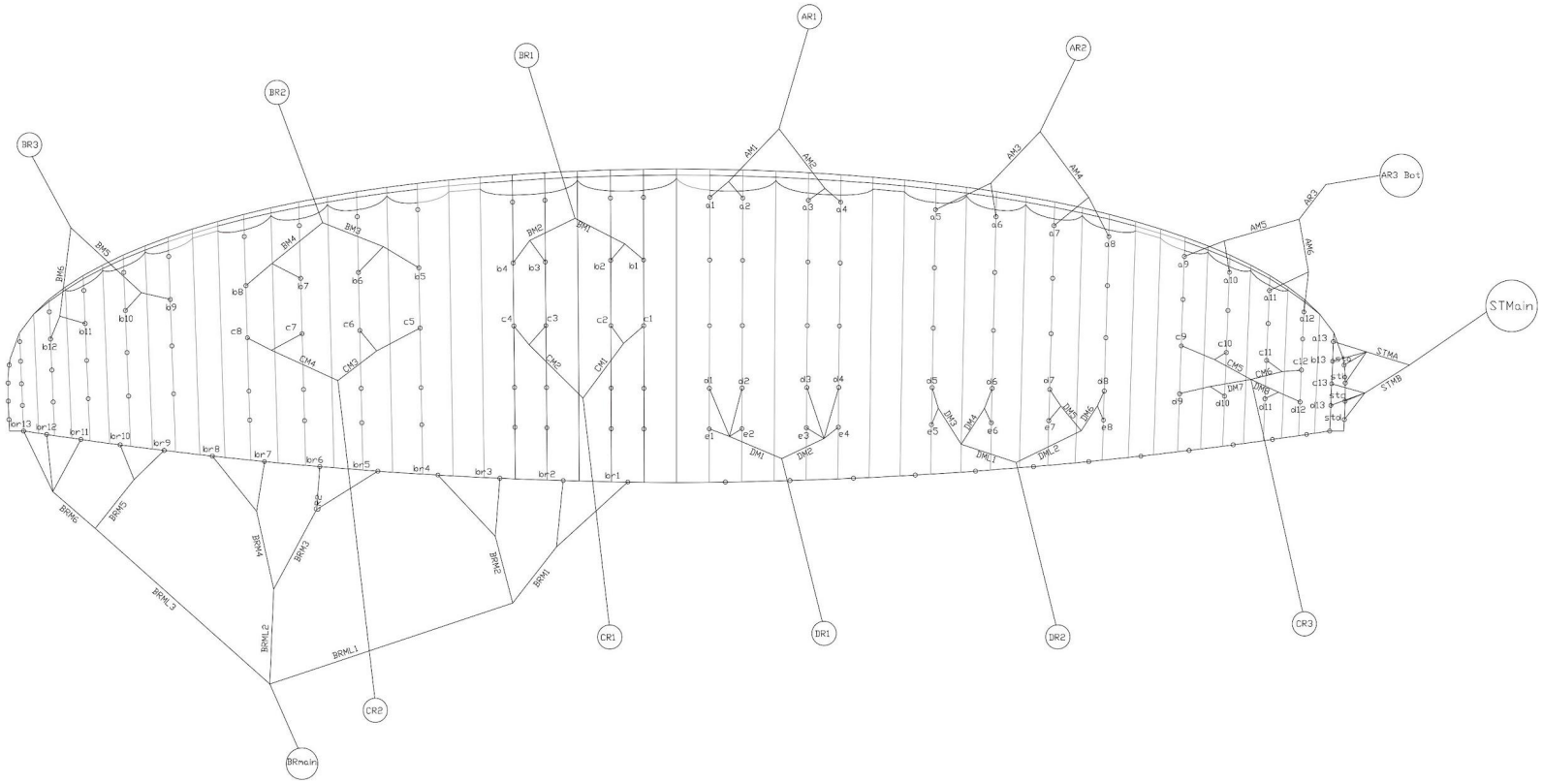
It is also recommended not to expose the glider to extreme temperatures, particularly during prolonged storage in a vehicle under direct sunlight. Careful transport directly contributes to the longevity and preservation of the wing's performance.

Recommendations

Regular packing and appropriate transport help to preserve the performance and characteristics of your A1 over time. Particular attention to these simple procedures is an essential part of the overall maintenance of the glider.

15 Lines layout and Materials

Line plan for A42td



Materials list

Fabrics	Manufacturer	Reference
Upper surface	**Porcher Sports**	9017 E25
Leading edge lower surface	**Porcher Sports**	9017 E25
Lower surface – trailing section	**MJ Tex**	32gr Soft
Supported ribs	**Porcher Sports**	9017 E29
Unsupported ribs	**MJ Tex**	32gr Hard
Diagonals and straps	**Porcher Sports**	9017 E29
Mini ribs	**MJ Tex**	32gr Hard
Leading edge reinforcements	**Porcher Sports**	Dacron

Lines	Manufacturer	Référence
Main lines – upper level	**Liros**	PPSL 160/120 / DSL 70
Main lines – middle level	**Liros**	PPSL 200/160/120
Main lines – lower level	**Edelrid**	7343-420/280/230
Main lines – stabilo	**Edelrid**	7343-140
Brake lines – upper level	**Liros**	DSL 70
Brake lines – intermediate level	**Liros**	PPSL 160/120
Brake lines – lower level	**Edelrid**	7850X-240

Lines / Risers connection
Joo-Tech screw links

16 Maintenance and Repairs

Cleaning

Cleaning the A42td must be carried out with care to preserve the integrity of the fabric coating. Excessive rubbing may damage the coating and adversely affect the performance and durability of the materials. In the event of soiling, only a soft, slightly damp cloth should be used, cleaning small areas at a time without applying excessive pressure. The use of detergents, solvents, or machine washing is strictly prohibited, as these methods may cause irreversible damage to the fabric.

Repairs

Major repairs or repairs located near seams must be carried out by a specialized workshop or an approved professional. Improper intervention may compromise the safety and flight characteristics of the glider. It is therefore essential to ensure that all repairs comply with the manufacturer' s standards.

Minor repairs

In the case of a minor tear located in the middle of a panel and away from load-bearing areas, a simple repair may be carried out using appropriate self-adhesive fabric. The patch must be cut with rounded edges and sized so that it extends well beyond the damaged area. It is recommended to apply patches of similar size on both sides of the fabric to ensure long-term durability.

Line replacement

Any damaged line must be replaced without delay. Replacement must be carried out using a line with strictly identical characteristics, particularly in terms of material, diameter and length, in order to preserve the original trim. A symmetry check by comparison with the corresponding opposite line is essential. After any intervention, a ground inflation check must be performed to verify the correct behaviour of the glider before returning to flight.

Recommendations

Regular maintenance and appropriate repairs will help preserve the performance and safety of your A42td over the long term. If in doubt, it is always advisable to consult a qualified paragliding professional.

17 Periodic Inspection

Inspection interval

To ensure that the A42td continues to deliver its designed performance and safety level, periodic inspections are essential. The first inspection must be carried out after 24 months of use or 150 flight hours, whichever comes first. Subsequent inspection intervals are specified in the table below. If your wing exhibits abnormal flight behaviour or has been involved in an incident, do not wait until the next scheduled inspection—have it checked by a qualified professional as soon as possible.

Inspection content

The periodic inspection is intended to assess the overall condition of the wing and its components, including the fabric, risers, trim, and lines. It must be carried out in accordance with the recommendations of the PMA (Paraglider Manufacturers Association), as defined in the document “PMA Standard for Periodical Inspection of Paragliders”, as well as “PMA Standard – Material Changes in Paragliders (V 2025_12_1 – 2025-12-16)”.

During the first two periodic inspections, it is not necessary to perform a breaking strength test on the intermediate and upper-level lines. As these lines are made of Dyneema, experience has shown that tensile testing during this period of service does not provide meaningful information regarding the condition of the material. Consequently, only the breaking strength of the lower-level lines is tested during the first two periodic inspections.

The lower-level lines must undergo a breaking strength test at every inspection.

The intermediate and upper-level lines must be included in the breaking strength test from the third periodic inspection onwards, corresponding to approximately six years after commissioning or 450 flight hours. From this inspection onward, the breaking strength test shall cover the entire line set, including the lower, intermediate, and upper levels, in order to monitor the overall ageing of the materials.

Any change in your wing's flight behaviour, or any unusual event that may have affected it (hard impact, major collapse, water immersion, etc.), requires a trim check to be carried out by a qualified paragliding professional without waiting for the next scheduled periodic inspection.

Inspection intervals and lines to be tested	Line breaking strength test	
	Lower level	Upper level
2 years or 150 hours after first use	✔	
4 years or 300 hours after first use	✔	
6 years or 450 hours after first use	✔	✔
Every 1 year or every additional 100 hours	✔	✔

Valeurs de reforme des suspentes (daN)	7343-420	PPSL 200	PPSL 120
42	**174**	**130**	**78**

Note: This manual provides the manufacturer's replacement limits only for the main (centre) lines. If you require the replacement limits for the complete line set, please contact Aerotech.

18 Warranty

AEROTECH takes the greatest care in the design and production of its products. AEROTECH guarantees its paragliders for 3 years (from the date of purchase) against any manufacturing defect or design flaw arising under normal use of the product. Any misuse or improper use, as well as any excessive exposure to aggressive factors (such as: excessively high temperatures, intense solar radiation, high humidity) resulting in damage, will void this warranty.

Any modification to an AEROTECH product automatically voids the warranty.

19 Liability

Paragliding is an aerial activity that involves inherent risks. Its practice requires technical knowledge, appropriate training, and the ability to assess aerological conditions. It is the responsibility of each pilot to evaluate their own skill level, the prevailing conditions, and the suitability of their equipment before any flight.

AEROTECH designs and manufactures its products with the utmost care, in accordance with current standards. However, the use of a paraglider is the sole responsibility of the pilot. AEROTECH cannot be held liable for any direct or indirect damage resulting from the use, misuse, or improper maintenance of the product.

Compliance with the instructions described in this manual is essential to ensure an optimal level of safety. Any non-compliant use, any modification of the product, or any configuration different from that recommended by the manufacturer is the sole responsibility of the user and may result in a degradation of flight behaviour.

The A42td glider is designed for free flight paragliding in a single-seat configuration. Any other use, particularly outside the intended scope (unsuitable tandem use, parachuting, BASE jumping, etc.), is strictly prohibited and excludes any liability of the manufacturer.

It is recommended to undergo training within an approved organisation and to maintain a level of skill appropriate to the encountered conditions. The use of complete and compliant equipment (harness, reserve parachute, helmet, etc.) is essential for safe flying.

20 Eco-responsibility & Recycling

Environmental responsibility

Paragliding is an outdoor activity practiced in natural environments. By using your A42td, you are flying in surroundings that you directly contribute to preserving. It is essential to adopt a responsible attitude: ensure that no waste is left at take-off and landing sites, minimise noise disturbance, and respect local wildlife and vegetation.

Responsible practice contributes to the preservation of flying sites and the long-term sustainability of the activity. Respect for the environment and other users is essential to ensure continued access to natural flying areas.

Recycling

The materials used in the design of your A142td have been selected for their performance and durability. At the end of its service life, your glider must not be disposed of with household waste. Certain components can be sorted and recycled through appropriate channels.

If you wish to recycle your glider, please contact AEROTECH. We will be able to offer you an appropriate solution or direct you to a suitable recycling channel.

21 Maintenance sheet

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

22 Annexes

All dimensions specified in this user manual have been verified by an accredited test laboratory – Air Turquoise.

A42td — OK

Linest rev	8
31/08/2026	

LINES OVERALL CHECKSHEET
MEASURED FROM BOTTOM OF RISERS TO GLIDER BOTTOM SURFACE UNDER 5 KG LOAD WITH RISERS
Tolerance is +/-15 mm from these values (+/- 10 mm for lines and +/- 5 mm for risers)

		A			B			C			D			E			BRAKE		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	9101	9095	-6	9010	9019	9	9034	9030	-4	9124	9115	-9	9226	9217	-9	9989	9982	-7
	2	9026	9023	-3	8936	8943	7	8962	8962	0	9046	9038	-8	9158	9152	-6	9592	9588	-4
	3	9003	8999	-4	8917	8926	9	8934	8930	-4	9023	9015	-8	9135	9130	-5	9322	9319	-3
	4	9051	9048	-3	8965	8972	7	8984	8980	-4	9078	9072	-6	9175	9167	-8	9088	9084	-4
	5	8996	8996	0	8919	8926	7	8929	8924	-5	9035	9029	-6	9110	9101	-9	8934	8931	-3
	6	8851	8852	1	8783	8790	7	8796	8795	-1	8909	8904	-5	8989	8981	-9	8726	8723	-3
	7	8784	8785	1	8725	8733	8	8745	8742	-3	8864	8856	-8	8941	8938	-3	8642	8637	-6
	8	8824	8823	-2	8770	8776	6	8793	8789	-4	8920	8915	-5	8986	8985	-1	8673	8668	-5
	9	8576	8577	1	8563	8554	-9	8604	8603	-2	8676	8676	-1				8595	8590	-5
	10	8403	8407	4	8409	8404	-5	8448	8447	-1	8531	8531	0				8540	8537	-3
	11	8298	8294	-4	8314	8309	-5	8340	8335	-5	8419	8418	-1				8486	8487	1
	12	8271	8267	-4	8281	8274	-8	8283	8274	-9	8361	8354	-7				8459	8460	1
																	8445	8443	-2
Stabi	13	7994	7989	-5	7955	7954	-1	8003	8001	-2	8058	8054	-4						
Tip	14	7904	7901	-3	7949	7943	-6	7955	7952	-3	8064	8056	-8						

RISERS LENGHTS WITHOUT MAILLONS
MEASURED WITH 5 KG LOAD

Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	420	418	-2	420	418	-2
A'	420	418	-2	420	418	-2
B	420	418	-2	443	439	-4
C	420	423	3	467	466	-1
D	420	424	4	515	512	-3

Speed system range : 95 mm

RISERS LENGHTS WITH MAILLONS
MEASURED WITH 5 KG LOAD

Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	390	388	-2	390	388	-2
A'	390	388	-2	390	388	-2
B	390	388	-2	413	409	-4
C	390	393	3	437	436	-1
D	390	394	4	485	482	-3

Speed system range : 95 mm

A42td	
Linest rev	8
31/08/2026	

Lines individual lenghts (given in mm with 5 kg tension, buckle to buckle)

A LINES		B LINES		C LINES		D LINES		E LINES		BRAKE LINES	
NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght
a1	629	b1	629	c1	626	d1	836	e1	938	br1	2006
a2	554	b2	555	c2	554	d2	758	e2	870	br2	1609
a3	558	b3	558	c3	554	d3	757	e3	869	br3	1626
a4	606	b4	606	c4	604	d4	812	e4	909	br4	1392
a5	1411	b5	1403	c5	1402	d5	707	e5	782	br5	1461
a6	1266	b6	1267	c6	1269	d6	683	e6	763	br6	1253
a7	1262	b7	1263	c7	1264	d7	644	e7	721	br7	1218
a8	1302	b8	1308	c8	1312	d8	612	e8	678	br8	1249
a9	996	b9	980	c9	984	d9	980			br9	1125
a10	823	b10	826	c10	828	d10	835			br10	1070
a11	821	b11	822	c11	821	d11	831	STABILO LINES		br11	797
a12	794	b12	789	c12	764	d12	773	NAME	F lenght	br12	755
a13	566	b13	527	c13	512	d13	567	STMain	6374	br13	724
AM1	1638	BM1	1635	CM1	1645	DM1	1428	STMA	660	BRM1	1802
AM2	1611	BM2	1613	CM2	1617	DM2	1406	STMB	723	BRM2	1515
AM3	1318	BM3	1315	CM3	1314	DM3	815	sta	476	BRM3	1315
AM4	1255	BM4	1261	CM4	1268	DM4	713	stb	521	BRM4	1266
AM5	868	BM5	870	CM5	885	DM5	747	stc	464	BRM5	1075
AM6	765	BM6	779	CM6	784	DM6	835	std	573	BRM6	1287
AR1	6443	BR1	6355	CR1	6368	DM7	961			BRML1	2585
AR2	5876	BR2	5810	CR2	5818	DM8	853			BRML2	2562
AR3	5845	BR3	6320	CR3	6338	DML1	1193			BRML3	2799
AR3 Bot	489					DML2	1153			BRmain	3599
						DR1	6481				
						DR2	5941				



Edelrid

	7343-420
	7343-280
	7343-230
	7343-190
	7343-140
	7850X-240

Liros

	PPSL 350
	PPSL 200
	PPSL 160
	PPSL 120
	DSL 70

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test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

AEROTECH

Classification: **B**

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2727.2026
Date of issue (DMY):	05.08.2026
Manufacturer:	AEROTECH SAS
Model:	A42td 42
Serial number:	ATC-A42TD-42-P2-2512

Configuration during flight tests

Paraglider	
Maximum weight in flight [kg]	**220**
Minimum weight in flight [kg]	**110**
Glider's weight [kg]	**8.1**
Number of risers	**4+1**
Projected area [m²]	**34.94**

Harness used for testing (max weight)	
Harness type	**ABS**
Harness brand	**Supair s.a.s.**
Harness model	**Walibi 3**
Harness to risers distance [cm]	**41**
Distance between risers [cm]	**55**

Accessories	
Range of speed system [cm]	**n/a**
Speed range using brakes [km/h]	**14**
Total speed range with accessories [km/h]	**16**
Range of trimmers [cm]	**9.4**

Inspections (whichever happens first)
after 24 months of use or 150 flight hours

Person or company having presented the glider for testing: **None**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
B	**A**	**B**	**A**	**0**	**0**	**A**	**A**	**B**	**B**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**A**	**0**	**A**	**0**	**A**	**0**

The validation of this test report is given by the signature of the test manager on inspection certificate 91.20 // Rev 08 | 02.02.2025 // ISO | 91.21 // Page 1 of 1

FLIGHT MANUAL

MODELE : A1
REVISION : V1.0
DATE : 20/03/2026
LANGUE : FR



Volez prudemment, faites-vous plaisir avec votre A1 ! - Fly safely, enjoy your A1! - 安全飞行，尽情享受您的 A1 ！ - सुरक्षित उड़ान भरें, अपने A1 का आनंद लें! - Vuela con prudencia, disfruta de tu A1. - حلّق بحذر واستمتع بجناحك A1! - সাবধানে উড়ুন, আপনার A1 উপভোগ করুন! - Voe com segurança, aproveite o seu A1! - Летайте безопасно и наслаждайтесь своим A1! - اپنے A1 کو احتیاط سے پرواز کریں، لطف اٹھائیں!