



ALUUJA *FLY III PRO*

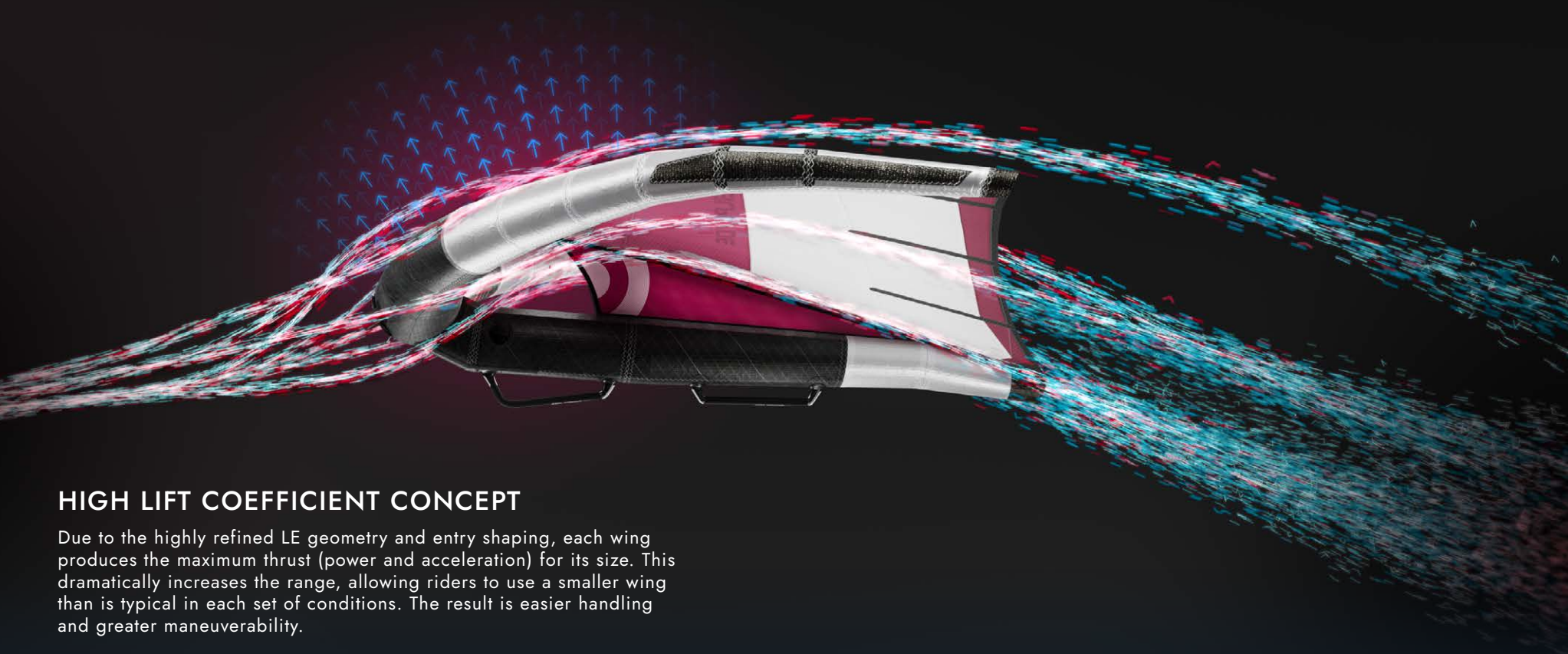
SIZE	COLOR	PRESSURE LE (psi)	PRESSURE STRUT (psi)	SPAN (mm)	STRUT (mm)	ASPECT RATIO	WEIGHT
3.5	C1 blue/white & C2 red/white	9.5	10	2990	1617	2.55	2.2
4.0	C1 blue/white & C2 red/white	9.5	10	3169	1697	2.51	2.3
4.5	C1 blue/white & C2 red/white	9	9.5	3330	1800	2.46	2.4
5.0	C1 blue/white & C2 red/white	9	9.5	3480	1928	2.42	2.5
5.5	C1 blue/white & C2 red/white	8.5	9	3642	2013	2.41	2.6
6.0	C1 blue/white & C2 red/white	8.5	9	3742	2157	2.33	2.8
6.5	C1 blue/white & C2 red/white	8	8.5	3890	2290	2.33	3



FLY III

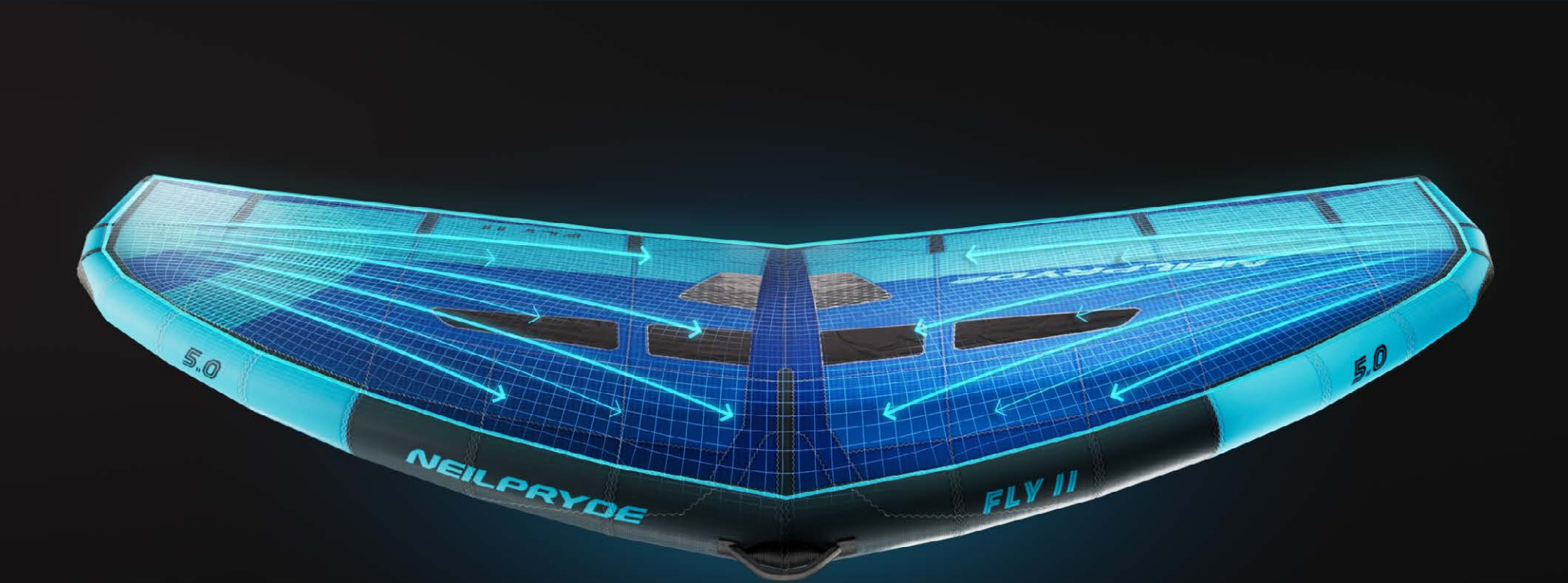
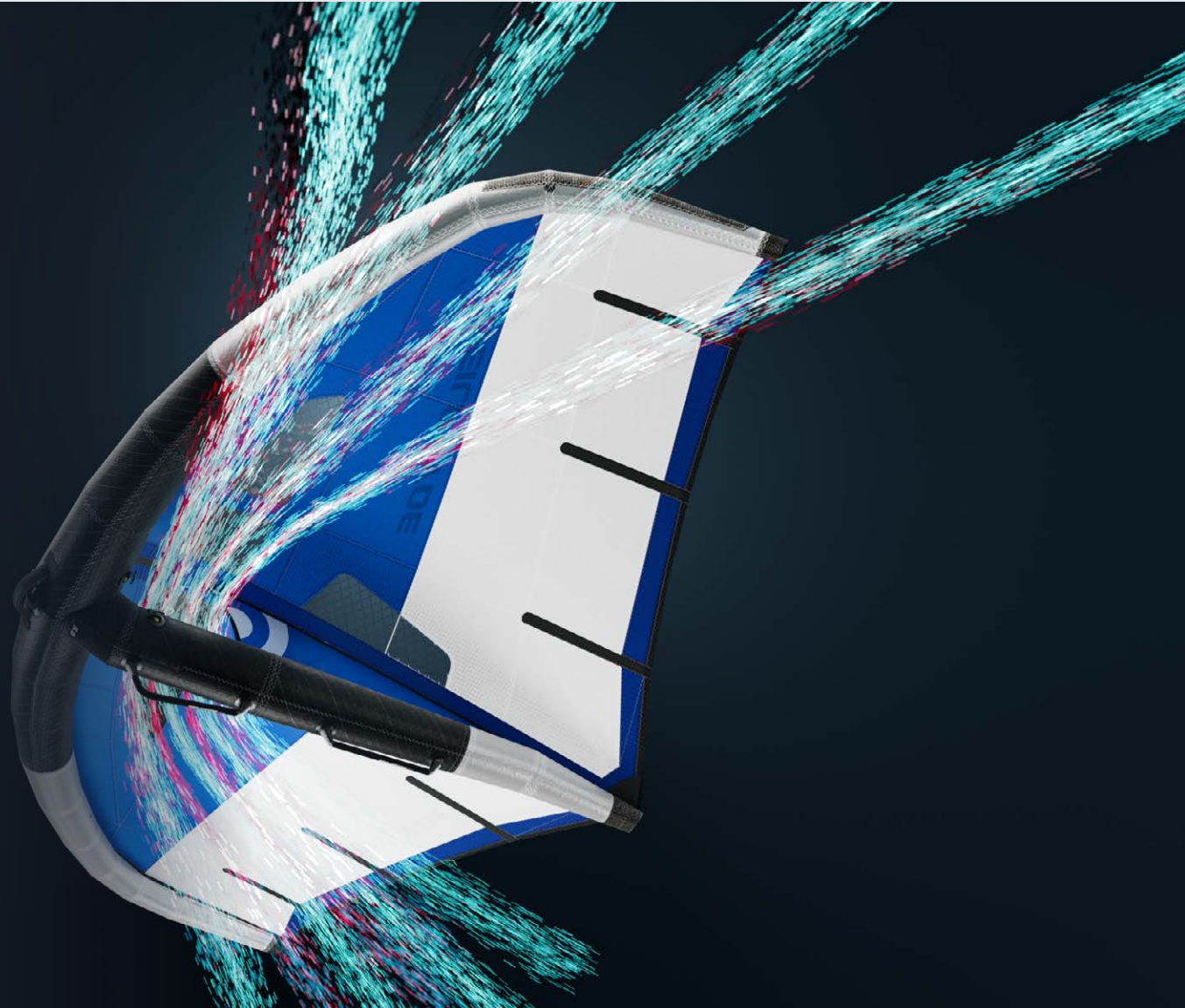
SIZE	COLOR	PRESSURE LE (psi)	PRESSURE STRUT (psi)	SPAN (mm)	STRUT (mm)	ASPECT RATIO	WEIGHT
1.8	C1 blue & C2 red/orange	10.5	11	2195	1234	2.68	1.8
2.4	C1 blue & C2 red/orange	10	10.5	2482	1364	2.57	2
3.0	C1 blue & C2 red/orange	10	10.5	2756	1485	2.53	2.2
3.5	C1 blue & C2 red/orange	9	9.5	2996	1605	2.56	2.4
4.0	C1 blue & C2 red/orange	9	9.5	3135	1700	2.46	2.5
4.3	C1 blue & C2 red/orange	8.5	9	3241	1808	2.44	2.6
4.7	C1 blue & C2 red/orange	8.5	9	3355	1845	2.39	2.8
5.0	C1 blue & C2 red/orange	8.5	9	3506	1944	2.46	2.9
5.4	C1 blue & C2 red/orange	8	8.5	3560	2017	2.35	3
5.7	C1 blue & C2 red/orange	8	8.5	3655	2075	2.34	3.1
6.0	C1 blue & C2 red/orange	8	8.5	3723	2179	2.31	3.2
6.7	C1 blue & C2 red/orange	7.5	8	3901	2335	2.27	3.4

TECHNOLOGY

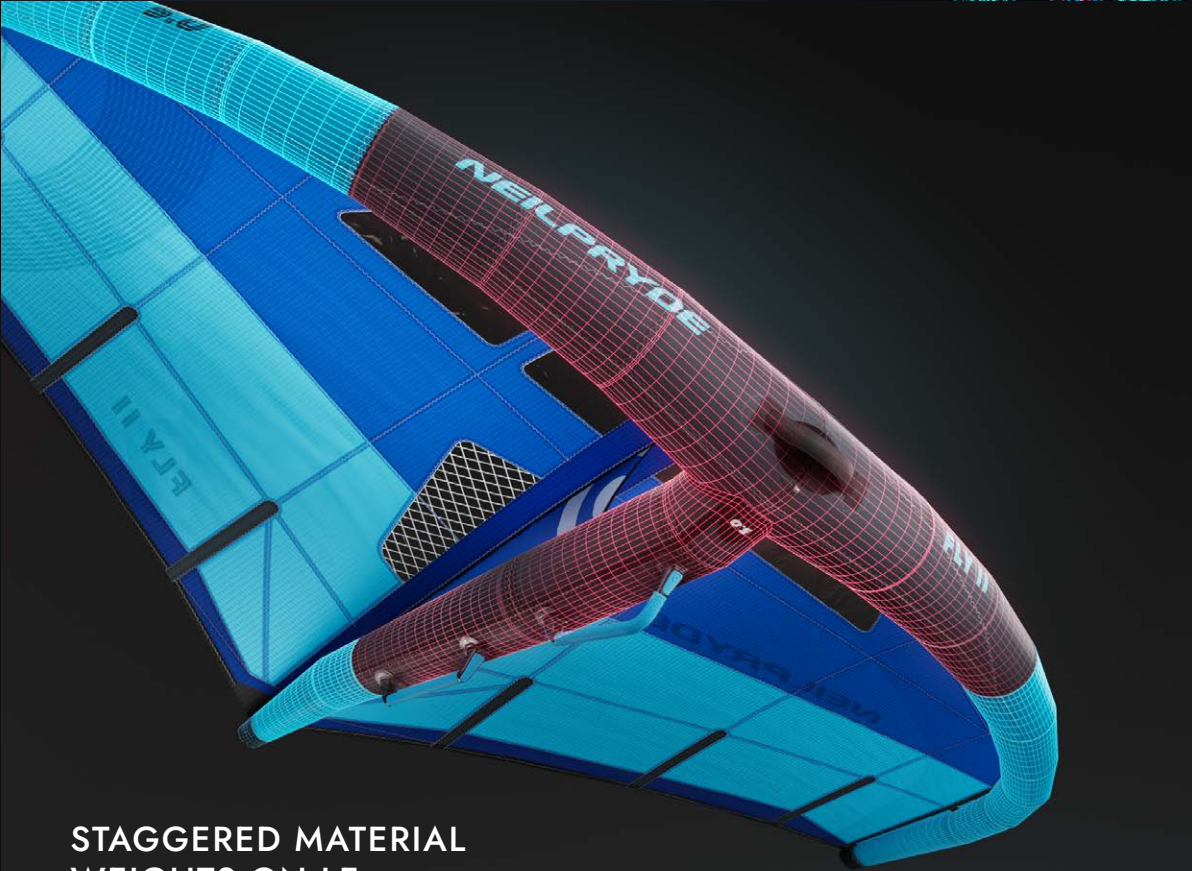


HIGH LIFT COEFFICIENT CONCEPT
Due to the highly refined LE geometry and entry shaping, each wing produces the maximum thrust (power and acceleration) for its size. This dramatically increases the range, allowing riders to use a smaller wing than is typical in each set of conditions. The result is easier handling and greater maneuverability.

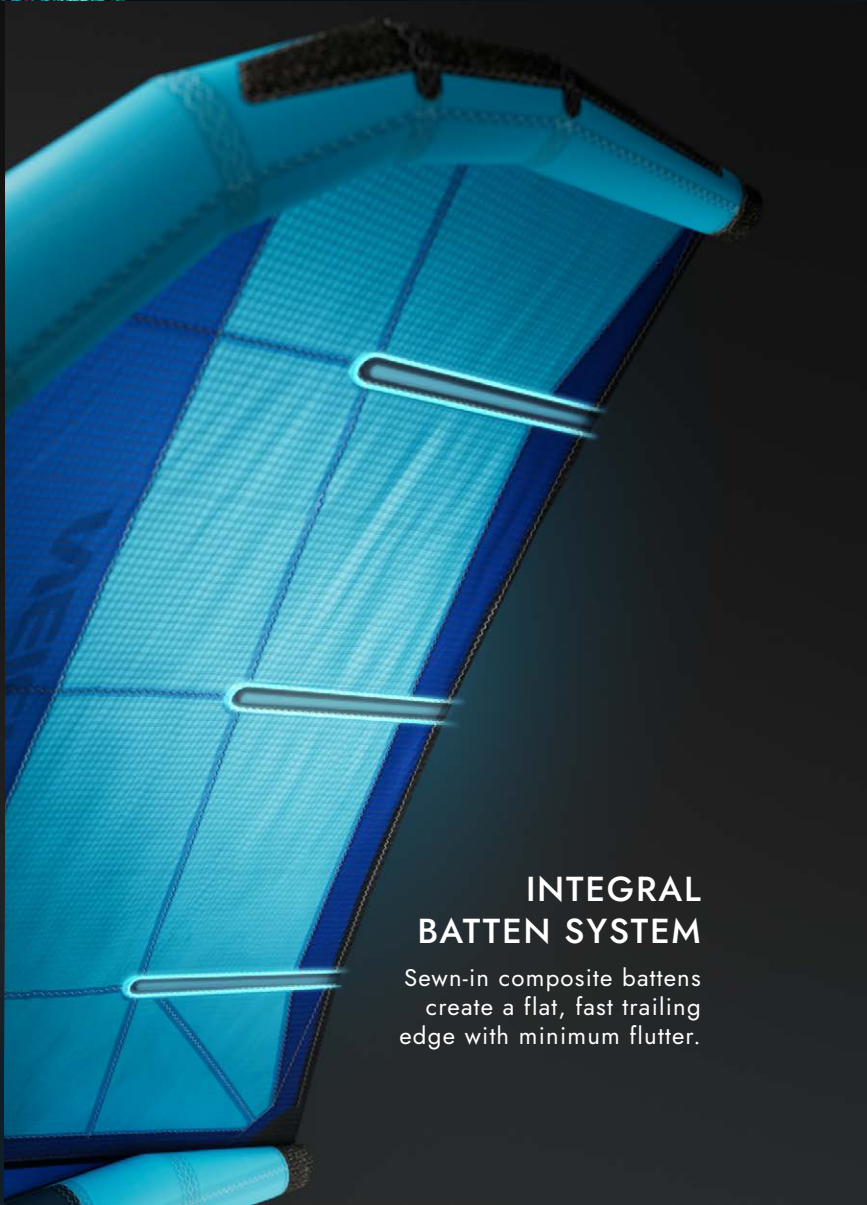
VENTED STRUT
The large opening between the LE and the front of the fill panel (which connects the canopy to the strut) allows the pressure to equalize across the two sides of the wing. This improves overall performance and makes the wing even more stable.



HIGH TENSION CANOPY WITH STRUCTURED CAMBER LENS
The 3D shape of the canopy leading edge is defined by a series of transverse panels that converge at the wingtips. This leverages the LE Tube structure to maximize tension in the critical entry sections – the result is more lift and a higher stall angle for better acceleration in light winds, and the ability to fly efficiently at low angles of attack for better control and higher top speeds in strong winds.



STAGGERED MATERIAL WEIGHTS ON LE
The use of an ultra-light, high-tenacity woven polyester at the wingtips and back of strut results in a very light 'feel' due to reduced swing weight. This improves overall performance and makes the wing even more stable.



INTEGRAL BATTEN SYSTEM
Sewn-in composite battens create a flat, fast trailing edge with minimum flutter.