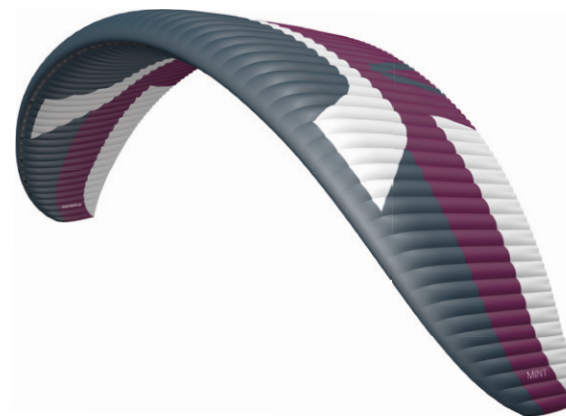


**PRODUCT SHEET** // MINT / High performance XC



**SKYWALK**

## KEY FEATURES

- **2-liner**
- **B-steering**
- **Compact**
- **Ideal entry level 2-liner**
- **6 sizes**

## DETAILS

### Generally

The MINT was designed for experienced XC pilots as well as for competition rookies. The compact design in combination with the 2-line technology combines the easier flight characteristics of C-class gliders with the performance of higher-class wings.

With the MINT, the gap in performance from the B class to the C class is defined even more clearly. You also have the advantage of being able to control the wing more easily and fly it more efficiently in accelerated flight.

This makes the MINT suitable for ambitious pilots who want a wing with maximum performance, but the simpler flight characteristics of a more compact wing.

### Launch

The MINT has a simple launch behavior for its class, no special launch technique is required. Both the inner A-lines and the complete A-risers can be used for inflation.

### Handling

In terms of handling, the MINT differs fundamentally from a conventional 2-liner. It responds directly to control impulses, turns easily due to the moderate aspect ratio and can therefore be re-centered well even in turbulent thermals, which is an advantage in wind-shifted conditions close to the slope. The brake pressure is defined and in the ergonomically upper range, so you have a good control on the wing even in turbulent conditions. In addition, the MINT has a sporty, fun dynamic.

The canopy is generally stable, but always gives the necessary feedback to the pilot. The accelerator responds smoothly and the wing can be stabilized effortlessly using the B control in accelerated flight.

### Performance

With the MINT, the greatest value was placed on the distribution of tension. The manufacturing techniques have also been improved so that the wing is sleek and wrinkle-free even in accelerated flight.

The meticulous canopy construction in combination with the 2-line structure result in a glider with a very high glide and climb performance. Furthermore, the 2-line technology enables a very fast and efficient flying style.

## DETAILS

### Extreme flight / descent techniques

- In general, the MINT has manageable extreme flight behavior in everyday life for its class. Due to the high stability, the wing can be flown easily to the limit. This increases the risk that the pilot will fly beyond his ability and risk canopy disturbances.  
We recommend the MINT for pilots who master the active flying style, who know how to interpret the glider's feedback, who know how to recover from abnormal flight conditions and who have had experience in turbulent conditions.
- Spiral: As usual with a 2-liner, increased loads occur with the spiral dive because the efficient canopy reduces sinking in turns but the rotation speed is high.
- Big ears:  
Accelerate 50%.  
Gently pull the BIII downwards.  
To recover, first slowly release the BIII and then gently release the accelerator.  
We do not recommend pulling the ears over the AIII, since a lot of effort is required and the ears are unstable!
- B-Stall: Excluded due to the 2-line technology.

### Info for SIV trainings

Due to the 2-line technology, canopy disturbances can't be simulated via the A-risers!

Folding lines are absolutely necessary for the simulation of collapses. During launch preparations and during launch, special care is required to ensure that no lines are tangled. During the flight, the folding lines are loose and not under tension.

In a full stall, the air flow breaks off over the entire wingspan and can be easily controlled.

## DETAILS

### **B-steering**

A handle on the B-risers allows to compensate turbulence, speed and pitch without having to release the speed bar.

At trim speed, make sure that you only use short, corrective impulses, otherwise there is a risk of stalling the wing due to strong inputs!

Make sure that the brake handle is not wound during accelerated flight, otherwise there is a risk that the brake will be activated unintentionally (wing becomes more unstable, performance killer).

### **Packing**

Due to the stiffness of the rigid foils, care must be taken when packing that the rigid foils do not bend, deform or kink.

We therefore recommend using the supplied GUARDBAG and the PACKING TUBES.

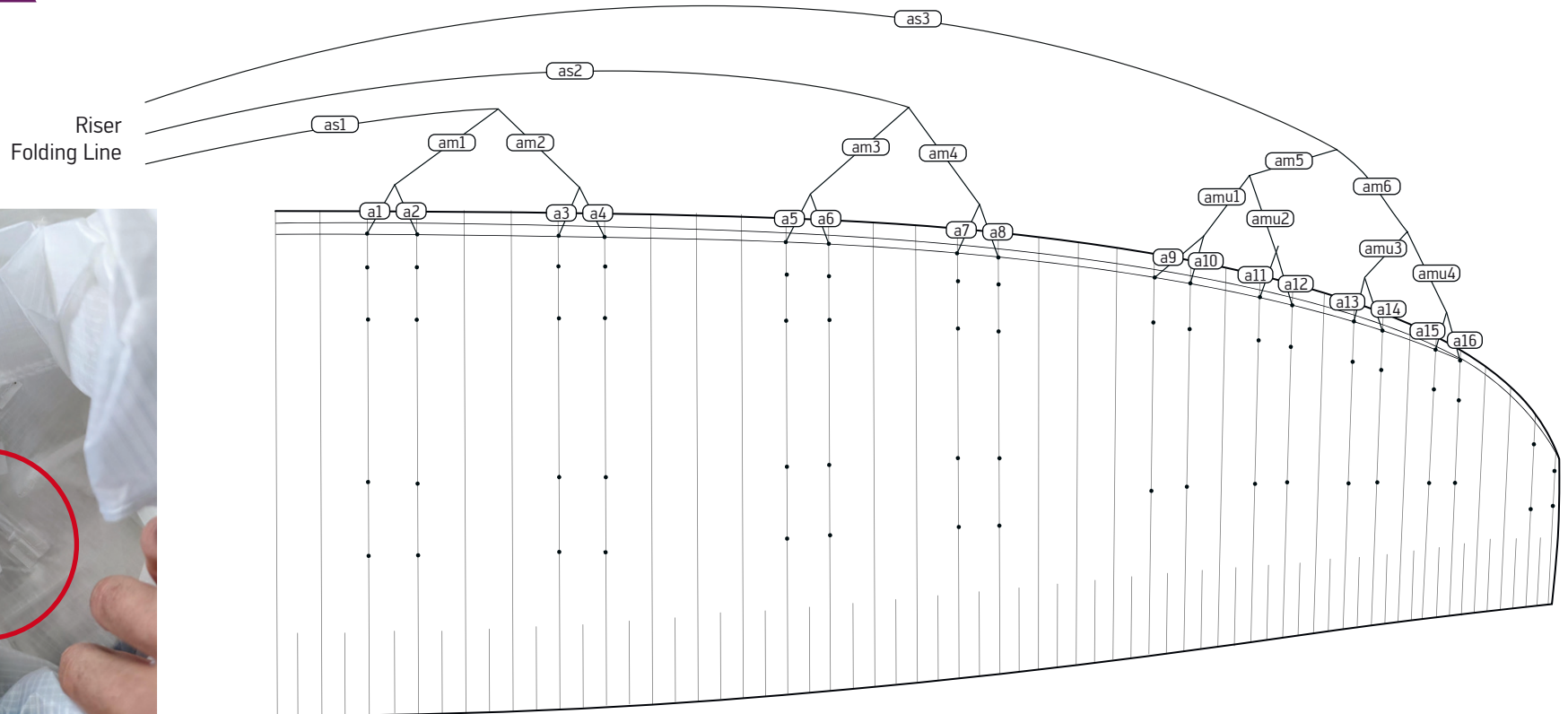
We recommend using this packing method: <https://www.youtube.com/watch?v=5MEj71FlxKM>

Only with careful packing the MINT will keep its maximum performance and fly cleanly over a long period of time.

If the MINT is not going to be used for a long time, we recommend storing the glider lengthways in the GUARDBAG and not to fold it.

However, should a rigid foil deform or snap, it can be removed, shaped and reinstalled. If the problem still occurs, the rigid foil can be exchanged.

DETAILS

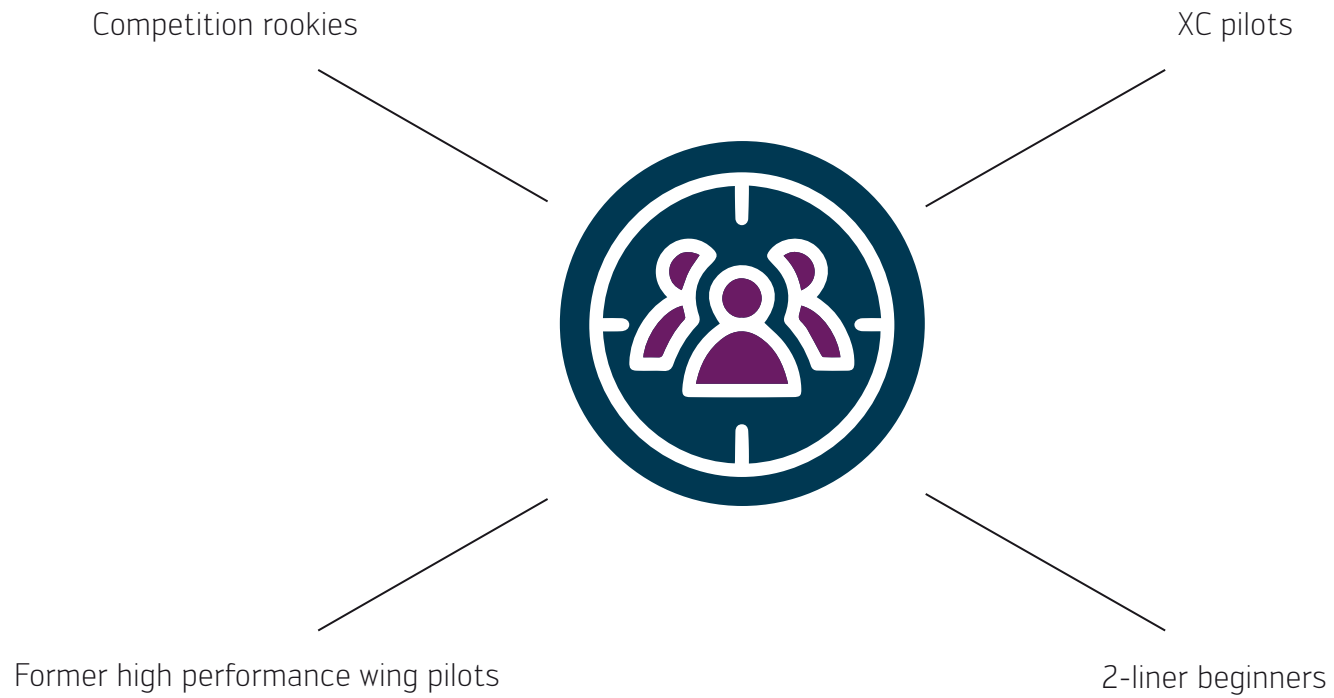


**Folding lines**

The folding lines are not part of the scope of delivery and can be ordered from our customer service. The assembly of the folding lines is relatively complex, since in principle an additional line level is attached:

- There are 16 line attachment points per wing half directly in the cell openings of the leading edge. The folding lines are looped in here. The designation is the same as of the A-level, the line loops are also in the same cells.
- The main lines of the folding line-level lead to an external riser, which is hooked into the main carabiner.

TARGET GROUP



## TECHNICAL DATA

Size	75	85	95	105	115	125
Cells				68		
Area flat (m <sup>2</sup> )	20,26	21,38	22,70	24,20	25,67	26,94
Wingspan flat (m)	11,34	11,65	12,01	12,40	12,77	13,08
Aspect ratio flat				6,40		
Area projected (m <sup>2</sup> )	17,29	18,24	19,37	20,65	21,90	22,98
Wingspan projected (m)	9,22	9,48	9,76	10,08	10,38	10,64
Aspect ratio projected				4,92		
Glider weight (kg)	4,30	4,45	4,60	4,80	5,10	5,30
Recommended weight range from - to (kg)	55-75	65-85	75-95	85-105	95-115	105-125
Homologation				EN C / LTF D*		
Admission office				DHV		

\*Since February 1st, 2022, evaluations with EN C have been possible in the EN standard when using folding lines. Previously, gliders tested with folding lines were automatically EN D. How the updated EN standard will be implemented in the LTF is currently in process.



## MATERIAL

**Cloth**

Upper sail front	—	Dominico TX-Light
Upper sail back	—	Dominico TX-Light
Bottom sail	—	Dominico TX-Light
Profiles	—	Dominico TX-Light hard
Diagonals	—	Dominico TX-Light hard
Straps	—	Dominico TX-Light hard

**Lines**

Main lines	—	Edelrid 8001U - 470/340/190/130; Liros PPSLS 125
Middle lines	—	Edelrid 8001U - 230/190/90/70/50; Liros DC 60
Top lines	—	Liros DC 60, DC 35
Main brake line	—	Liros DFLP 200/32
Middle brake lines	—	Liros PPSL 65; Edelrid 8001U - 50
Top brake lines	—	Liros DC 35

The unsheathed mainlines are coloured for better clarity:

The A-mainlines are magenta



The B-mainlines are blue



The stabilo lines are orange



Since a trim change has a greater effect with two line levels, we recommend checking the trim after the first 25 flying hours. To simplify trimming, the B-mainlines have been equipped with an additional loop, which allow the checkcenter to make a quick correction.

**Rigid Foil**

Nylon 1,5 mm + 2,0 mm

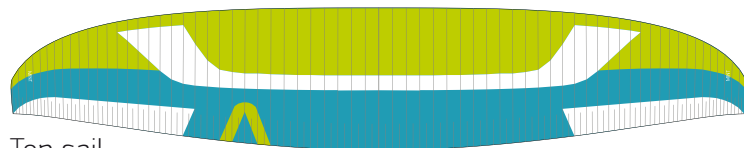
**Risers**

Güth & Wolf 12 mm webbing

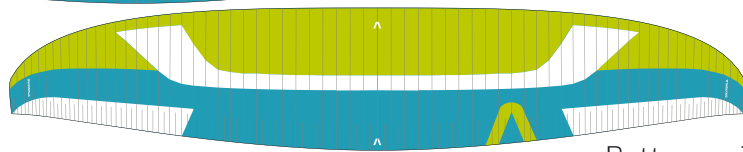
**Brake handle**

ERGO brake handle (adjustable) with snap fastener and swivel

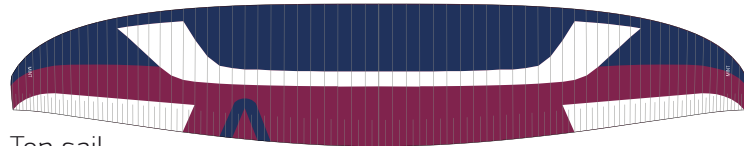
COLOR SCHEMES



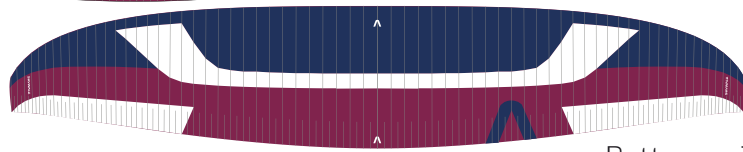
Top sail



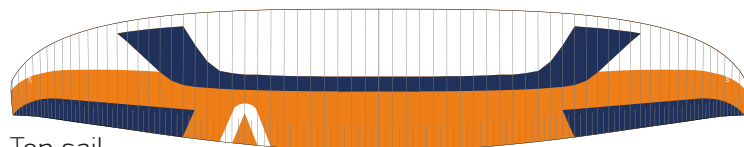
Bottom sail



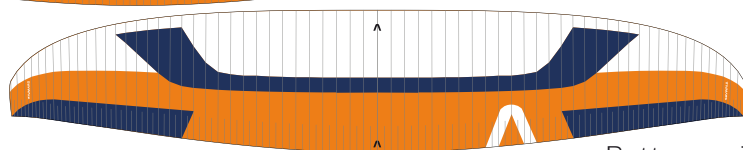
Top sail



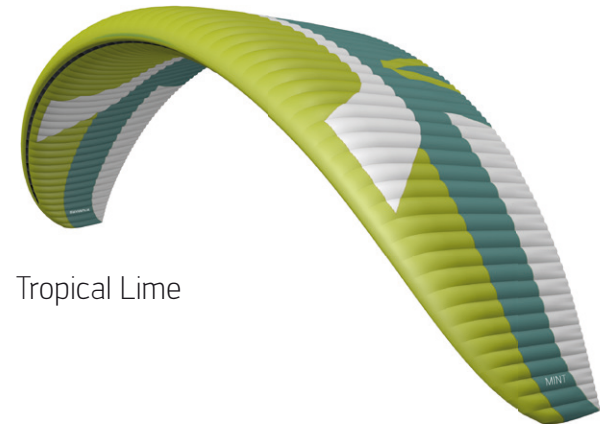
Bottom sail



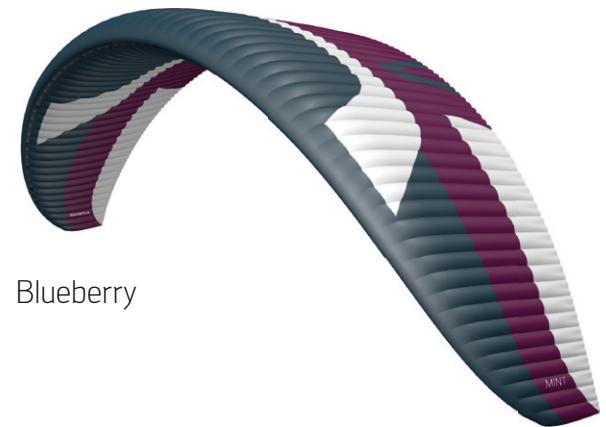
Top sail



Bottom sail



Tropical Lime

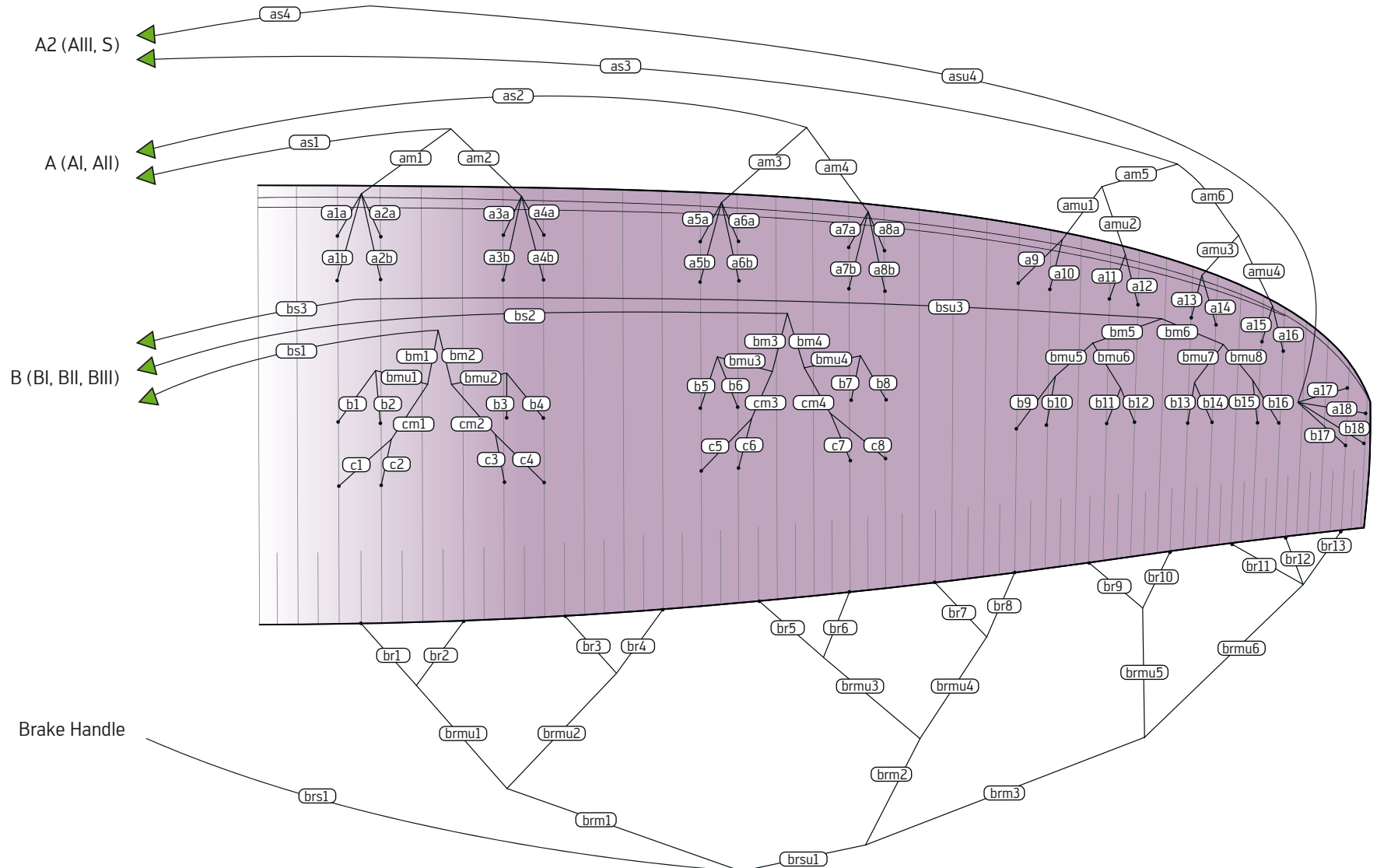


Blueberry



Frosted Orange

LINEPLAN



## FEATURES

**2 Line Levels with B-steering**

Reduces the number of lines and the resulting drag. Allows a fast, efficient flying style.  
Advantages: more performance, full control when flying accelerated and a better overview at launch.

**Shark Nose**

Together with a corresponding wing design, the shark nose technology improves pressure distribution in the canopy substantially.  
Advantages: much more solid flying feeling and substantial performance gain, especially when gliding on bar.

**Rigid Foil**

Nylon wires keep the leading edge and the profile in shape and ensure a more constant ram air pressure.  
Advantages: better take-off behaviour and more performance.

**3D-Shaping**

A precise calculation of the leading edge geometry and the installation of an additional strip of fabric reduce wrinkling in this sensitive part of the glider. Advantages: exact wing shape, more performance.

**Mini Ribs**

Doubling the number of cells at the trailing edge increases its shape stability substantially.  
Advantage: fewer vortices improve the aerodynamics and with it the performance.