Power

ATLAS

TECHNICAL FILE OF BUILDING

◉ MANUFACTURER REFERENCE :

DAE KYO INDUSTRIAL CO., INC.
148 SANG DAE WON-DONG, JUNG WON-KU, SUNG NAM, KYUNG KI-DO, KOREA

• MODEL : ATLAS

Size			XS	S	M	L	XL
Projected Area		m^2	21.52	23.43	25.43	27.51	29.66
	Span	m	9.09	9.49	9.89	10.29	10.68
	A.R.		3.85	3.85	3.85	3.85	3.85
Chord	Root	m	2.77	2.9	3.02	3.14	3.26
	Tip	m	0.56	0.58	0.61	0.63	0.66
Total Height		m	6.79	7.1	7.38	7.68	7.97
Cell Number			35	35	35	35	35
Glider Weight		kg	4.4	4.7	5.0	5.4	5.9
Pilot Weight		kg	40-55	50-65	60-80	75-95	90-110
Weight in Flight		kg	55-70	65-80	75-95	90-110	105-125
Flight Speed	min	Km/h	21	21	21	21	21
	max	Km/h	44	44	44	44	44
ACPUL				STANDARD			
DHV				1-2	1	1-2	1-2

Weight in flight Power Atlas: A 15% weight allowance can be added for powerunit

DESCRIPTION

◉ FABRIC OF CANOPY

SUPPLIER	NAME	TORAY INDUSTRIAL, INC
MATERIAL		NYLON - 66
WEIGHT(GR/M ^{2})		45 ±1
BREAKING STRENGTH (KG/5Cm)	WARP	43 ± 5
	WEFT	41 ± 5
TEAR STRENGTH (KG/5Cm)	WARP	3.7± 0.5
	WEFT	3.3± 0.5
WEAVE DESIGN		RIPSTOP
AIR POROSITY(20hpa)		1/m^2/mn ≤ 40

◉ SUSPENSION LINE

MATERIAL		POLY ARAMIDE	
SUPPLIER	NAME	HOECHST TREVIRA GMBH + CO. KG	
DIAMETER(mm)		1.2	1.7
YARN COUNT		750D	750D
NUMBER OF CORE		5	8
BREAKING STRENGTH		70daN	140daN

◉ REINFORCEMENT

FABRIC CODE		W420 SCRIM
SUPPLIER	NAME	PORCHER TEXTILE INC
MATERIAL		POLYESTER SCRIM
WEIGHT(GR/M ^{2})		180
BREAKING STRENGTH (KG/5Cm)	WARP	137
	WEFT	118
TEAR STRENGTH (KG/5Cm)	WARP	4.2
	WEFT	4.1
WEAVE DESIGN		RIPSTOP

◉ RISER

MATERIAL		HIGH TENACITY POLYESTER YARN
SUPPLIER	NAME	KOLON INDUSTRIAL CO.
WEIGHT(GR/M ^{2})		35
BREAKING STRENGTH		850Kg
WIDTH(mm)		25

◉ MAILLONS

MATERIAL		STAINLESS STEEL
SUPPLIER	NAME	METAL CHAINEX CO.
WEIGHT(GR)		13.5
BREAKING STRENGTH		1000Kg
DIAMETER(mm)		4

◉ BRIDLE(ATTACHMENT LINES)

MATERIAL		NYLON
SUPPLIER	NAME	JINHEONG CORP.
WEIGHT(GR/M ^{2})		7.2 G/M
BREAKING STRENGTH		110Kg
WIDTH(mm)		110

◉ THREAD

MATERIAL		HIGH TENACITY POLYESTER YARN	
SUPPLIER	NAME	JINHEONG CORP	
DENIER		150D/3	250D/3
BREAKING STRENGTH		1.9Kg	3.2Kg
WEIGHT(GR/M)		0.05G	0.083G

TOLERANCES ALLOWANCE OF BUILDING

◉ **LINES : ±0.5Cm**

◉ **WINGSPAN : ±0.5%**

◉ **CHORD : ± 0.5%**

TYPE OF SEWING

PART	TYPE OF SEWING	REMARK
PROFILE	2 STEP Z-Z SEWING MACHINE	REINFORCEMENT
BOTTOM SURFACE	2 NEEDLE SEWING MACHINE	PROFILE + ATTACHMENT TAPE TAPE OF INTAKE
TOP SURFACE	1 NEEDLE SEWING MACHINE 2 TIMES	PROFILE TAPE OF INTAKE
TRAILING EDGE	2 NEEDLE SEWING MACHINE	ROLL
LEADING EDGE	2 NEEDLE SEWING MACHINE	TOP & BOTTOM
SUSPENSION LINES	1 STEP Z-Z SEWING MACHINE	

POWER ATLAS

CONTENTS

1. INTRODUCTION

Congratulations on your excellent choice of the EDEL Power Atlas paraglider.
These operating instructions are to help you to become as familiar as possible with your glider. If you have any further questions or would like to obtain further information, please do not hesitate to contact. The Edel distributor or your approved Edel dealer.
With proper care, your new Power Atlas will provide you with hundreds of hours of safe and enjoyable flying.
We wish you many happy flights and as many good landings!

1.1 Caution

This equipment should only be used by trained and competent persons or the user should be under the direct supervision of a qualified instructor.
Paragliding is potentially hazardous, even correct selection, maintenance and use of equipment cannot eliminate the risk of injury or death.
It is the users responsibility at all times to ensure that they understand the correct and safe use of this equipment and use it only for the purpose for which it is designed, and practice all proper safety procedures.
Neither the manufacturer nor the supplier will accept any responsibility for damage, injury or death resulting from misuse.

1.2 Safety

Paragliding pilots must have a well-developed sense of responsibility, discipline and theoretical knowledge. Even the best equipment cannot compensate for careless mistakes by the pilot.
EDEL attaches great importance to the safety factor in paragliding. We hope that you will always take the same care when making your choice of flying site and conditions each day you fly, as we took when testing our newly-developed paragliders in order to reduce the risks of accidents or injury.

2. DESCRIPTION OF EQUIPMENT

2.1 General

The Power Atlas is a design based closely on the most successful Atlas, incorporating Advanced Security Technology in the form of profiles and construction techniques. Suspension lines have been optimized for use under power to ensure a high factor of safety and profile stability while keeping parasitic drag to a minimum and maximizing performance. High-strength and low-stretch poly Aramid lines protected by polyester sheathing are used. The canopy material is ripstop nylon which has been greatly reinforced at the leading edge and suspension points. The Power Atlas has a four riser system, through which the A, B, C and D lines are suspended separately right to the canopy. This means it is easy to access individual lines if necessary (see 5: Flight Operations). The risers are fitted with a trimmer system.

2.2 Limitations of use

Paragliding can be a dangerous sport, but you can reduce the inherent risks involved.

It is imperative that any person expecting to use this equipment should have had adequate training at a recognized paragliding school.

Like all other paragliders, the Power Atlas is not designed or permitted to be used for aerobatics. Do not exceed bank angles of more than 45 degrees to the horizon.
The Power Atlas is not certified for tandem flight.

2.3 Manufacturers Guarantee
It does not cover normal wear and tear or incorrect use.
To qualify for this guarantee you must complete and return the registration form to the EDEL distributor. You must also keep a glider flight log recording inspections and all flights.

3. PERSONAL REQUIREMENTS

The glider is suitable for beginner and intermediate pilots. This applies only with the trimmers closed (pulled all the way in)

4. SETTING OPTIONS

Our factory has produced high precision lines of tested length for the Power Atlas and every paraglider is checked again before it leaves the factory. This means you already have the optimum line lengths. Only the length of the brake line, by moving the position of the handle may be varied to meet personal requirements.
Any other alterations to the equipment will result in the certification becoming invalid, and may lead to dangerous flying.
All gliders must be test flown by the school/dealer before delivery.

4.1 Brake line lengths
As the Power Atlas has a relatively long braking range, the brake must not be set too long: it should be possible to fully flare for landing without the need for "wraps". The brake line is marked showing the factory setting. Setting the brakes shorter than this may reduce the useful speed range and increases the risk of stalling. After changing the brake lengths always ensure that the connection is secure! Only use knots which will guarantee this, if in any doubt ask your dealer/instructor to check them for you.

4.2 Trimmer system
The Power Atlas comes equipped with a complete trim system. For beginners, the trimmers should be kept in the neutral position (pulled all the way in) If in doubt, ask your instructor.

5. FLIGHT OPERATIONS

This booklet is for information only, and is not intended to be a "learn to fly" manual.

All technical advice and demonstrations on maneuvers should be sought from your local school or instructor.

5.1 Pre-flight inspection

Before launch, inspect your glider carefully, A thorough pre-flight procedure is mandatory with all aircraft and is the basis for safe flight. If the terrain and weather are suitable, take the paraglider out of its pack and roll it out completely so that the leading edge forms an arc. From the risers spread the lines and make sure that they are free and untangled. Take the time to check the following before launch:

Canopy check:

Check for damage. The leading edge, cell openings and the suspension points are often places where trouble can start.

Riser check:

The maillons must be secure, check the threaded sleeve lock for any corrosion. Check the webbing and stitching for fraying or damage.

Suspension lines:

Check the lines for tangles and damage.

Control handle (Brake handle):

Check that the brake lines run freely and that the knots to the handle are secure.

Harness and reserve:

These should also be checked. Fastenings, webbing, karabiners, etc. The attachment of the risers to the harness must be secure, trapezoidal 6mm stainless steel maillons or suitable locking karabiners should be used.

5.2 Launch

Put on your helmet before getting into your harness.

The Power Atlas is easily inflated without much force by pulling smoothly on the A risers. The cells fill evenly from the middle. The speed of inflation can be controlled by the amount of input force, and by walking towards or back from the canopy.

After a visual inspection to check that the canopy is really fully inflated, a few accelerating steps and a little bit of controlled braking (depends upon the wind strength) are sufficient to lift you off the ground.

Before committing to launch, make sure your wing is well formed. If not, launch should be aborted or small deflations can be pumped out.

In stronger winds, a good reverse launch technique should be used.

To pump out a deflation, a little opposite brake should be applied to counter any turning tendency, and a long smooth pull should be given on the side of the deflation. If the canopy does not reinflate another pump should be given.

Whenever dealing with deflations, always counter any tendency to turn before, or at the same time as pumping with the control line to the deflated side. Pumping is a deliberate, smooth action. Pumping in a fast and furious manner does little to help reinflation and should not be practiced! This applies equally if the glider is on the

ground, or in the air.

5.3 FLIGHT

The Power Atlas has been trimmed to fly at best glide in still air. Full speed is attained with the the trimmers let all the way out.
Best gliding results with the Atlas are achieved with the brakes off (in still air).
The best sink rate is produced with the brakes applied about 20-30cm on both sides

Ensure that there is always enough clearance between yourself and the ground, natural obstacles and between other aircraft flying in the same air space.
Avoid the risk of collision by constant vigilance, know and follow the rules of the air.
Do not let go of the control handles at any time during the flight.

Flying in turbulence:

When flying through severe turbulence, it is recommended that the canopy be stabilized by applying a little brake to both sides. Flying normally with a little brake applied will also help to prevent deflations and allow you to receive feedback from your glider. In turbulence the trimmers should be pulled in.

An experienced pilot may also increase the overall stability of his wing by adopting an "active" flying style. This includes proper surge control through the use of the brakes. Also, if reduced pressure is felt through the brakes, indicating the beginning of a collapse, an increase in the amount of brake on that side can help prevent the collapse. Before flying in strong thermic conditions, you should be familiar with these techniques as well as the more basic canopy control techniques.

Turning and thermal soaring:

The Power Atlas is straight forward to turn, even at low air speeds. However, to obtain the best handling characteristics and a fast roll rate, first reduce the amount of brake for a higher air speed. Enter the turn by pulling the brake on the inside of the desired turn direction. The glider will maintain a turn of a certain radius and bank angle until the control is removed.
When leaving thermals or strong lift a little brake may be needed to stop surging or prevent deflation. The handling characteristics of the Power Atlas have been designed to give the performance required for cross country flights.
Weight shifting is a way to help the glider turn more efficiently by moving your weight onto the side you want to turn into, or simply leaning over in the direction of turn.

High-speed gliding:

Edel have trimmed the glider to best glide speed. If you wish to glide further when flying into a head wind, use the trimmer system to fly faster than the best glide (still air) speed. When using the Trimmer system, keep the brakes off, but never let go of the controls, and be ready to pull in the trimmers the event of a collapse, i.e. to return to your normal flying position and be ready to deal with any deflation.

5.4 SPECIAL FLIGHT CONDITIONS

It does not matter what kind of canopy you fly or what level of certification it has, in the wrong conditions you may experience a tuck, collapse or spin. The best way to learn how to control your glider is through your instructor. The wrong action at the wrong time can make a simple problem a lot worse.

Frontal collapse of the canopy:

If, for example, you fly out of a strong thermal without brakes, the canopy may dive forwards and suffer a symmetrical frontal collapse. No turning corrections are usually needed, and the canopy should recover almost instantly. Opening may be assisted by carefully applying the brakes on both sides in a strong pumping action. As the deflation comes out release the brakes steadily to avoid stalling. If the canopy is still deflated, then repeat the pumping action until it reinflates. Beware of holding the brakes down too long or releasing too quickly, this may cause the canopy to dive and cause another front tuck !

One side collapse of the sail:

In turbulence, one part of the canopy may collapse. The Power Atlas usually does not tend to turn off course and will reinflate itself quickly. However, if this does not happen, the pilot should concentrate on stabilizing the wing. Stop any tendency to turn by applying the opposite brake. Try to keep your weight on the fully inflated side and give a strong pull of the control lines on the collapsed side to pump out the deflation. In extreme cases, this procedure may need to be repeated in order to reinflate the collapse. Remember, be careful to maintain your flight direction by counter-steering, and frenzied pumping of the brakes is emphatically not recommended. Be careful to let up the brake as the canopy re-inflates, to avoid stalling.

Deep stall or parachutal stall:

This occurs where the canopy is slowed down and the angle of attack of the wing is increased to such an extent that the air flow over the wing becomes disrupted. The forward speed reduces and the sink rate increases greatly but the canopy profile appears normal. The greatest risk of a stall is when the paraglider is flown too slowly, too much power being used, especially in turbulent conditions or when flying through a wind gradient. To escape from the stall, release both control lines and reduce power. If, under exceptional conditions, this is ineffective, depress both controls until the canopy starts to move back, then release them symmetrically to cause the canopy to start to move forward again.

Full stall:

This is a maneuver that has to be deliberately initiated, it is always erratic and should not be deliberately provoked because of the inherent risks involved (except under the expert supervision of a competent instructor and taking all possible precautions). A full stall is easy to perform, start by slowing the Atlas down using both brakes symmetrically to minimum flying speed. As the canopy slows past the stall point the glider begins to drop back and behind the pilot, now make sure that you have the controls(brakes) fully applied, otherwise the wingtips will try to fly forward again,

may catch in the lines and the stall is not easy to stabilize.

Recovery from full stall:
Firstly wait! Releasing the controls while the canopy is behind the pilot will cause the wing to dive strongly in front of the pilot. It is important to hold the stall until the pilot has swung back below the stalled canopy. Then the brakes should be gently and smoothly released together. The canopy will surge forwards, this must be damped to avoid frontal deflation. It is also important to do this symmetrically because it is easy to enter a spin or suffer an asymmetric deflation while recovering from the full stall.

Negative spin:
One sided stall - this usually happens when the pilot brakes too hard on one side of the canopy causing that side to stall. The stalled side then falls back, the pilot pendulums underneath and the wing and pilot spin around each other. A spin can also occur when the canopy is being flown slowly and the pilot initiates a turn by further pressure on one brake. The canopy may quickly enter a spin, rotating about its yaw axis, quickly twisting the lines.
Spins can occur when inexperienced pilots are trying too hard to turn, they may be tempted to fly with a lot of brake on in an attempt to optimize their sink rate. Then to turn they further depress one brake without compensating on the opposite brake, causing a spin. Spins also commonly occur when flying through a wind gradient close to landing, with the pilot making final approach steering adjustments.
Because you can feel one side of the Atlas drop back before it starts to spin, you can normally prevent or stop it quickly by immediately letting up on the side that is braked hard (the side that is stalled) then releasing both brakes smoothly together. The canopy should recover quickly, any subsequent surging can be damped out.

Damping out surges:
Surging is where the canopy accelerates and dives in front of the pilot, then the pilot will pendulum underneath the canopy. The canopy will normally regain normal flight itself, without any input from the pilot. However the canopy can be stopped from diving by applying both brakes equally as it surges forward and then letting off both brakes smoothly as the canopy reaches its most forward position and starts to move back in relation to the pilot. In other words: slow the canopy down as it tries to surge forward and allow it to speed up as it moves back.
Caution: Deliberately invoking any maneuvers can be dangerous and the excessive forces involved may cause damage to your glider.

5.5 REDUCING HEIGHT
The Atlas's low sink rate means that, if there is a very strong uplift or the pilot has estimated the weather development incorrectly, there may be problems getting down in normal trim flight. In such cases there are three methods for achieving a rapid descent rate:

Spiral dive:
Initiate a spiral dive by gradually increasing the angle of bank on a 360 degrees turn. Be aware that if you pull to much brake at first, you can enter a spin! If you detect

the beginning of a spin, simply release the brake and start again.
As the angle of bank increases, so will your descent rate and the forces acting on you and your glider. To exit the spiral dive, slowly reduce the amount of inside brake, In extreme spirals, you may need to apply a little brake on the outer side to gently steer out of the dive. A spiral dive can produce a very high descent rate (more than 10 m/s) and should not be performed close to the ground, exiting at more than 100 meters above ground level.
Extended spiral dives in turbulent conditions should be avoided.
Caution: In extreme situations with a closed (cross braced)harness and a sinkrate over 10m/s it is possible for the glider to become stable in the spiral, the spiral, the pilot will need to actively pull out of the maneuver (see above instructions).

B-line stall:
This is a type of stall, which means that the air flow over the wing is disrupted, resulting in a greatly reduced airspeed and an increased sink rate. During normal flight, grasp the B-lines at the maillons and pulling down 15-45cm. As this is done a crease is formed running spanwise along the canopy (a concertina effect), reducing the effective area. The sink rate can be varied by the degree to which the B-lines are pulled down. The brakes should be held in the hand, or looped over the wrists during this maneuver. A fair amount of force is needed to initiate the B-line stall. Normal flight is regained by releasing the risers smoothly, the last 10cm more quickly. An initial slight surge may occur as the canopy accelerates again. The B-line stall should be released at least 100 meters above the ground.

Big-ears:
This is a technique that increases the sink rate while maintaining forward speed by the controlled deflating of the wing tips. By reaching up and taking hold of the outer A lines (the lines which go towards the tips from the front riser on each side) as high as possible and pulling them down, one side followed immediately by the other thus avoiding folding the complete leading edge under. In this way the wing tips are folded under the canopy reducing the effective area. The lines may have to be held down to keep the tips under. It is possible to steer by weight shifting.
To recover from big-ears, let go of the A lines and pump the brakes symmetrically to help get rid of the deflations.

Use of the spiral dive, B-line stall and big-ears:
The spiral dive used to be the main method of descent in the days before canopies were rigged to allow big ears and B-line stalls. Once mastered it can be exhilarating, though great care must be taken. It exposes the pilot and glider to extreme forces, and should only be used with plenty of clearance.
B-lining should also be used with plenty of height above ground. It should not be used where there is a danger of being blown back however as the glider will lose its airspeed while in the B line stall. Sink rates of up to 10 meters per second can be achieved.
Big-ears is an easier technique to master, is less "radical" and maintains airspeed. Weight shifting can be used to steer the glider..

Steering without brakes:
Occasionally, due to bad knots or inadequate equipment checks, a pilot suddenly finds himself without use of the brakes. The same thing can happen if the brake handle has become knotted around the pulley block. In such a situation, you should keep calm, the Atlas is easily steered without brakes. All you need to do is pull down the D-lines on the side in question, not too much as this may cause a stall or spin. Small steering adjustments can also be made by weight shifting.

These descent methods should be used sparingly as they put higher loads on the canopy and may after time cause damage.

Never perform a spiral dive with big ears pulled in.

5.6 Landing
In nil or light winds, make your final approach into wind at best glide speed with little or no brakes. Smoothly and evenly pull on both brakes as far as possible and hold them until you touch down and stop. Avoid striking the leading edge on the ground.
In higher winds, use only enough brake to slow your forward speed and land with no ground speed. Be prepared to turn around and reverse control your glider by collapsing it with the C risers or B risers.

6. MAINTENANCE AND STORAGE
Your paraglider is constructed from man made fibers and materials. These will break down with time, exposure to ultra violet radiation from the Sun and with wear and tear. The life of this product can be greatly extended by the proper maintenance and care.
Don't leave your glider unprotected from UV while not flying.
Avoid or take care when taking off on rough, abrasive surfaces.
Your lines are easily, inadvertently damaged, take great care. Don't tread on them, pull them hard when snagged or bend them over sharp corners.

6.1 Storage
It is recommended that it is stored in a well-ventilated, cool, dry room. Excessive heat may cause damage. Use the Edel inner bag to help protect your Power Atlas and the carry bag to transport the glider; this has enough room for other equipment in addition to the glider (harness, helmet, vario, gloves...). Avoid packing your glider very tightly.

6.2 Maintenance and repairs
In an emergency, you can mend small tears (up to 5 cm) yourself by using adhesive ripstop material to both sides. If your glider needs to be repaired, you should have this done by the distributor or a business authorized by the manufacturer. Spare parts such as lines etc., may only be obtained from them. It is most important that only authentic spare parts are used.

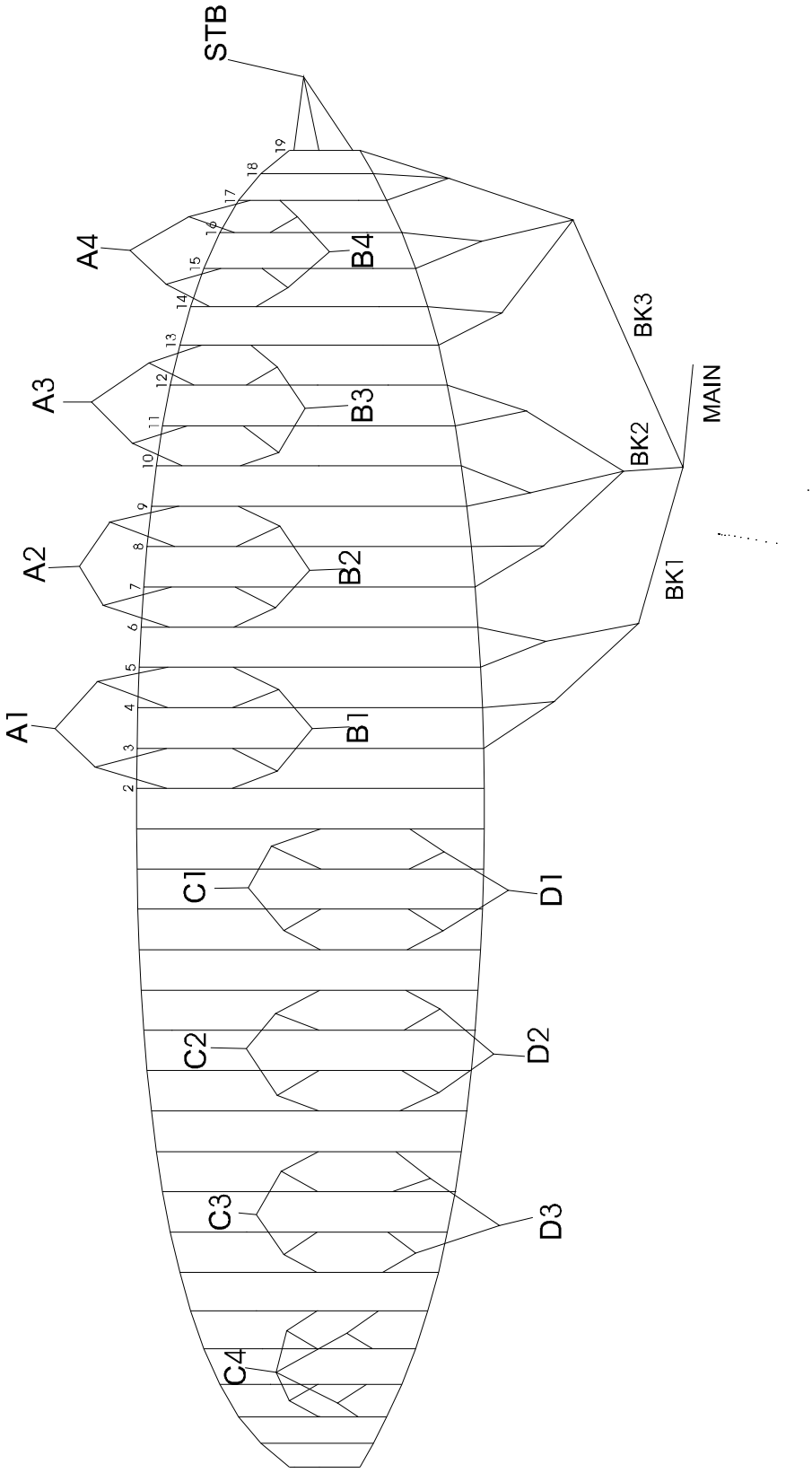
6.3 Periodic inspection
Keep a thorough log of all flights and inspections.

As well as the regular pre-flight inspection, the glider should be sent to the distributor for a more detailed check after 100 hours or at the latest after 1 year. The service life of the individual components can however be much longer than this depending on the treatment and care that they receive.
This inspection should include:
A thorough inspection of both surfaces of the glider.
Careful inspection of seams and sewing.
Careful inspection of all suspension lines and a random tensile test.
A thorough inspection of all hardware.
Any frayed or damaged parts should be replaced before flying your glider.

6.4 Packing and care of your paraglider.
There are many ways of packing your paraglider, with a partner a quick and efficient way is to concertina fold, working from the center of the wing, folding each cell on top of the other concertina form. Always lay your lines and risers, clean and untangled down to the center of the wing and avoid possible abrasion of the fabric from your risers, harness and metal buckles.
This glider is made from the highest specification sail material which nevertheless will be weakened by exposure to ultra violet light. It is important not to leave your glider exposed unnecessarily.
If your canopy becomes wet, dry indoors away from sunlight. Use only warm water when cleaning your paraglider, detergents may damage the fabric and coating. Do not allow your canopy to come into contact with sea water. If it does, rinse with fresh water and dry before storing. Always inspect your canopy, lines and riser links prior to flying. If in any doubt as to their airworthiness, do not fly, contact your authorized dealer or the Edel distributor as soon as possible.

REMEMBER.
Your safety depends on a responsible attitude and a healthy respect for the demands and potential dangers of flying. As with any glider, the pilot should spend time familiarizing themselves with the Power Atlas on the ground and then in the air.
YOUR SAFETY DEPENDS ON YOU.
FLY, HAVE FUN AND WE'LL SEE YOU IN THE AIR

ATLAS(XS,S,M,L,XL)



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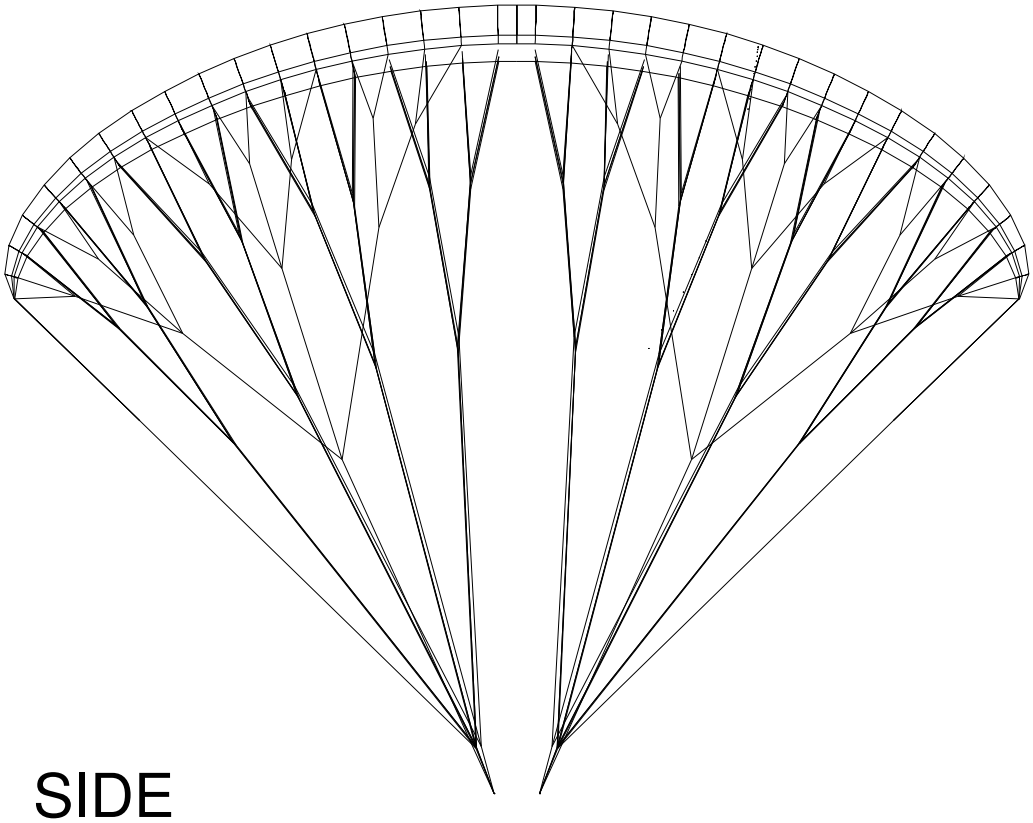
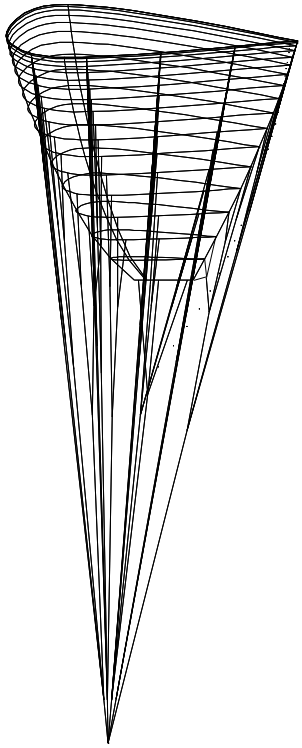
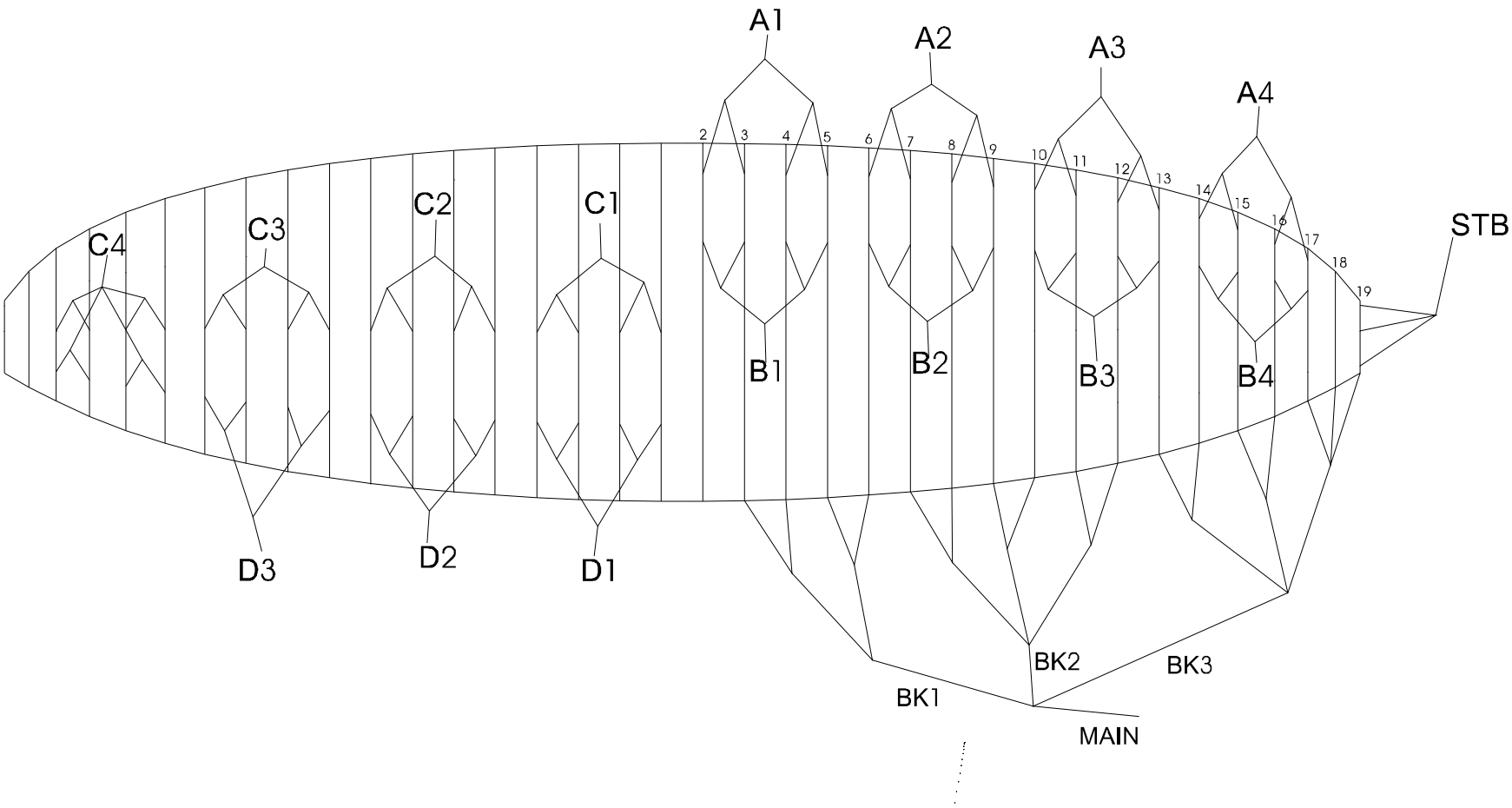


SIDE



CORD LENGTH &POINT

NO/SIZE	CORD LENGTH(mm)				LOADING POINT(%)				
	S	M	L	XL	A	B	C	D	BRK.
02	2895	3016	3137	3257	8.5	27.5	53.0	78.5	
03	2886	3007	3127	3247	8.5	27.5	53.0	78.5	100
04	2870	2990	3110	3229	8.5	27.5	53.0	78.5	100
05	2844	2963	3081	3200	8.5	27.5	53.0	78.5	100
06	2808	2925	3042	3159	8.5	27.5	53.0	78.5	100
07	2761	2877	2992	3107	8.5	27.5	53.0	78.5	100
08	2703	2816	2929	3041	8.5	27.5	53.0	78.5	100
09	2632	2742	2852	2961	8.5	27.5	53.0	78.5	100
10	2544	2651	2757	2863	8.5	27.5	53.0	78.5	100
11	2437	2539	2640	2742	8.5	27.5	53.0	78.5	100
12	2339	2409	2501	2601	8.5	27.5	53.0	78.5	100
13	2156	2246	2336	2425	8.5	27.5	53.0	78.5	100
14	1980	2063	2145	2228	8.2	27.5	53.3	79.1	100
15	1767	1841	1914	1988	8.0	27.5	53.5	79.5	100
16	1516	1580	1643	1706	8.0	27.5	54.0	80.5	100
17	1235	1287	1338	1389	8.0	27.5	54.0	80.5	100
18	936	975	1014	1053					100
19	588	613	637	687	7.0	41.5	90.0		100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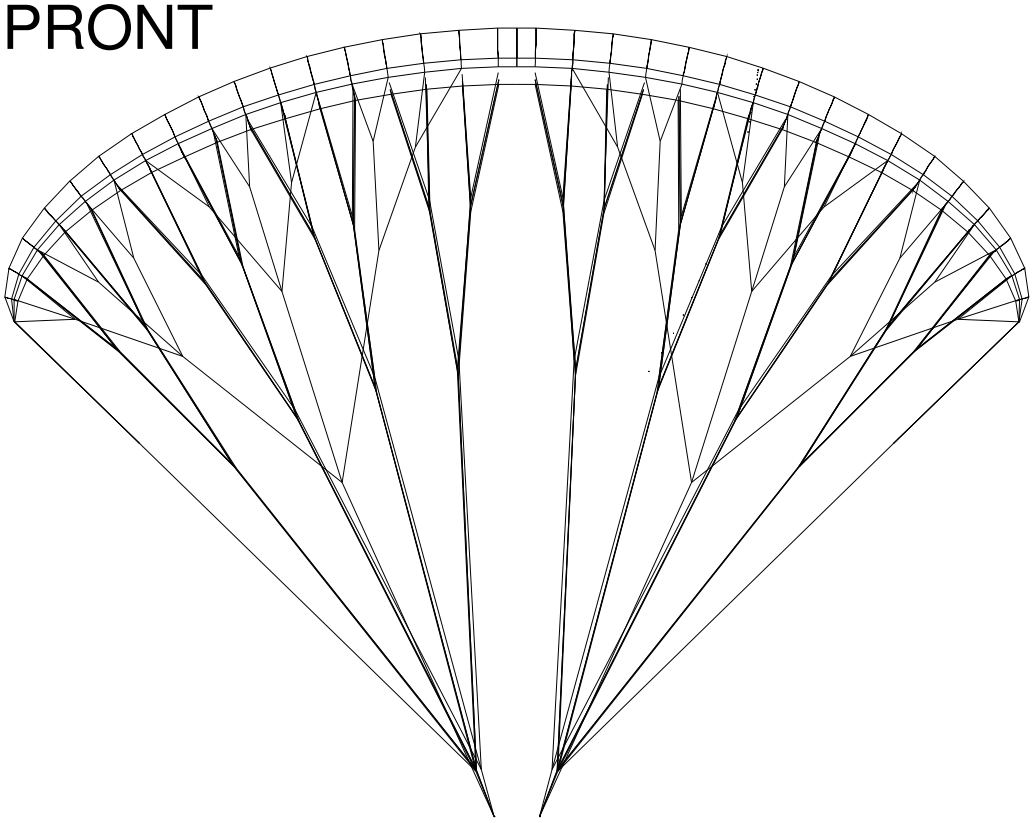
PRONT



SIDE