

VERSION 2 JUNE 2026

MANUAL TIGRA

A person is paragliding over a rugged, rocky landscape with scattered green trees and shrubs. The paraglider is wearing a blue suit and a white helmet, and is suspended from a large, colorful parachute with a rainbow pattern. The parachute is inflated and curved, showing its vibrant colors. The background features a winding dirt road and a small green field in the distance. The overall scene is a high-angle aerial view.

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TIGRA OWNER'S MANUAL

Solo paraglider | EN C / LTF D

Welcome

Welcome to BGD, a world leader in the design and production of paragliders. For many years Bruce Goldsmith and team have been developing products with world-beating performance for pilots who want the best. We apply our competitive knowledge to design top quality products that combine the highest performance with the safe handling our customers value and respect. BGD pilots appreciate our quality and reliability. BGD's world-class status is based on the skills and expertise we have developed in combining aerodynamic design with cloth and materials technology. All BGD products are developed and made with the same skill and attention to good design that are synonymous with the ultimate performance and precision required by paragliders.

Congratulations on your purchase of the TIGRA.

The TIGRA is a lightweight two-liner high performance paraglider. It is ideal for cross-country, sports-class and hike-and-fly competition pilots looking for refined handling and performance in a lightweight glider. It is suitable for experienced pilots who fly regularly and have SIV experience. It is not suitable for beginners.

As with all aircraft, regular maintenance and checks are mandatory. Proper care will ensure your new glider keeps its original characteristics and lasts for many years.

This manual contains information on how to look after your paraglider and how to get the best out of it in the air. If you ever need replacement parts or advice, do not hesitate to contact your nearest BGD dealer or contact BGD directly.

QUICK SUMMARY

The TIGRA is a two-liner. The following things should be noted in particular:

1. You should **launch** using the main A risers (marked red) without the separate AR3 lines. The risers should be grasped above the low-friction ring.
2. For a **rapid descent** you should spiral dive, or perform Big Ears. The stabilo is integrated into the AR3 line and Big Ears are executed using the AR3 lines. B-Line stall is not appropriate for two-liners.
3. The TIGRA is a high-performance glider and should be treated with care. We do not recommend performing **SIV** manoeuvres on the TIGRA. It was certified using collapse lines – if you do wish to perform asymmetric or symmetric collapses, collapse lines can be purchased from BGD via your dealer.

Recommended checks and inspections:

Trim check	After 30 hours, then every 100 hours
Release loops on rear lines	If trim check shows it is necessary
Full inspection	Every 2 years or 150 hours
Change the line set	If line strength check is failed

INTRODUCTION

Intended use

The TIGRA is a solo paraglider. It is not intended for tandem use or for aerobatic manoeuvres.

It is suitable for winching. Both pilot and winch operator should have the necessary training and qualifications for winching, and the winch system should be certified for paraglider use.

The TIGRA has not yet been tested for paramotor use.

Suitable for ...	
Tandem	No
Towing	Yes
Paramotor	Not yet tested

Weight range

Each wing size is certified for a certain weight range. The weight refers to the overall take-off weight. This means the weight of the pilot, the glider, the harness and all other equipment carried in flight. We recommend pilots fly in the 'ideal' part of the weight range, as shown in the specs table.

If you mainly fly in weak conditions you might wish to fly towards the lower end of the weight range to benefit from a better sink rate. In the lower half of the weight range the turning agility will be lower and the glider will be more damped. In strong turbulence the wing will have a greater tendency to deform or collapse with a lower wing loading.

If you prefer dynamic flight characteristics, higher speed or you fly in strong conditions you might choose to fly higher in the weight range. If you fly in the upper half of the weight range agility and speed will be higher and you will have greater stability in turbulence, but there will be reduced self-damping in turns and after collapses.

Safe Operation

For your safety, do not:

1. Fly outside the certified weight range.
2. Adjust the trim speed by changing the length of risers or lines.
3. Fly in rain or snow. A wet canopy is much more likely to enter a parachutal or full stall. If you fly into a rain shower, you should immediately go and land somewhere safe, steering the canopy gently and avoiding manoeuvres such as Big Ears which can make a stall more likely.
4. Fly in strong turbulence or violent winds.
5. Perform spiral dives with big ears or asymmetric collapses. The high G-loading on fewer lines could overload and break the lines.
6. Fly with knots in the lines. Flying a glider with knots in the lines will affect its airworthiness. Checking for knots should always be part of your pre-flight checks. If you do notice a knot in your glider's lines after you have pulled the canopy up, if you can safely abort the launch, then do so. If you are already airborne, you should

avoid accelerating the glider and avoid deep brake inputs. Use weightshift or minimal brake inputs to steer the glider to a safe landing place as soon as possible.

Brake Line lengths

There should be enough slack in the brake lines so that in flight with 'hands up' the glider's trailing edge is not deflected either at trim speed or accelerated. The brakes have a knot at the handle so the pilot can adjust them if necessary.

As a glider ages the brake lines can shrink. Even the presence of multiple twists in the brake lines can effectively shorten them. You should make it a habit to check for this and untwist the brake lines on launch or lengthen them at the knot. Avoid over-shortening the brake lines.

It is a good idea to check from time to time that when you fly hands up, you can see a slight 'bow' or 'slack' in the brake lines and there is no deflection of the trailing edge.

Modifications

Any modification, e.g. change of line lengths or changes to the speed system, can cause a loss of airworthiness and certification. We recommend that you contact your dealer or BGD directly before performing any kind of change.

Harness dimensions

The paraglider was tested with a 'GH' (without rigid cross- bracing) type harness. The GH category includes weightshift harnesses as well as ABS style (semi-stable) harnesses.

The EN standard harness dimensions are a seat board width of 42cm.

The horizontal distance between the attachment points of the paraglider risers (measured from the centre line of the karabiners) should be:

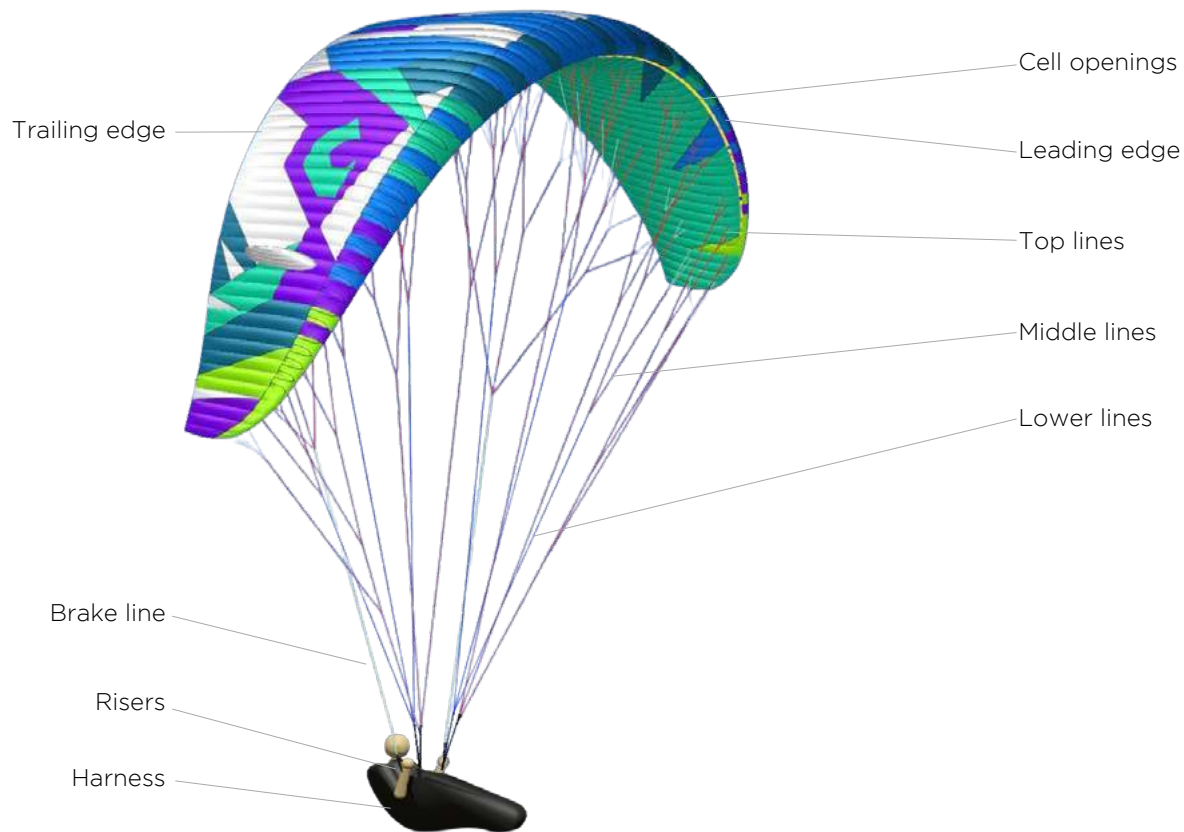
- Total flight weight < 80 kg: karabiner distance 40 +/- 2 cm, height 40 +/- 1 cm
- Total flight weight 80 - 100 kg: karabiner distance 44 +/- 2 cm, height 42 +/- 1 cm
- Total flight weight over 100 kg: karabiner distance 48 +/- 2 cm, height 44 +/- 1 cm

Test flight and warranty

All information about the BGD warranty can be found on the [Warranty page of our website](#). To benefit from the warranty, you must complete the warranty registration form.

It is your dealer's responsibility to test fly the paraglider before you receive it in order to verify the trim settings. The warranty may be void if the test flight has not been completed by the dealer.

GLIDER OVERVIEW



RISERS

- 1) A riser
- 2) AR3
- 3) B riser
- 4) Brake leg
- 5) Brake line
- 6) Brake pulley
- 7) T-handle
- 8) Swivel
- 9) Brake handle
- 10) Snaplock
- 11) Main hangpoint
- 12) Speed system pulleys
- 13) Speed limiter
- 14) Low-friction ring
- 15) AR3 limiter
- 16) Softlinks

Shown without neoprene covers for clarity.

The riser set does not have trimmers, or any other adjustable or removable devices.



SPEED SYSTEM

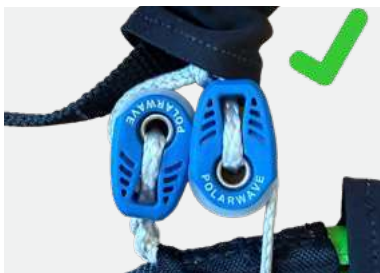
The TIGRA has accelerator risers. It can be flown with or without a speed bar attached.

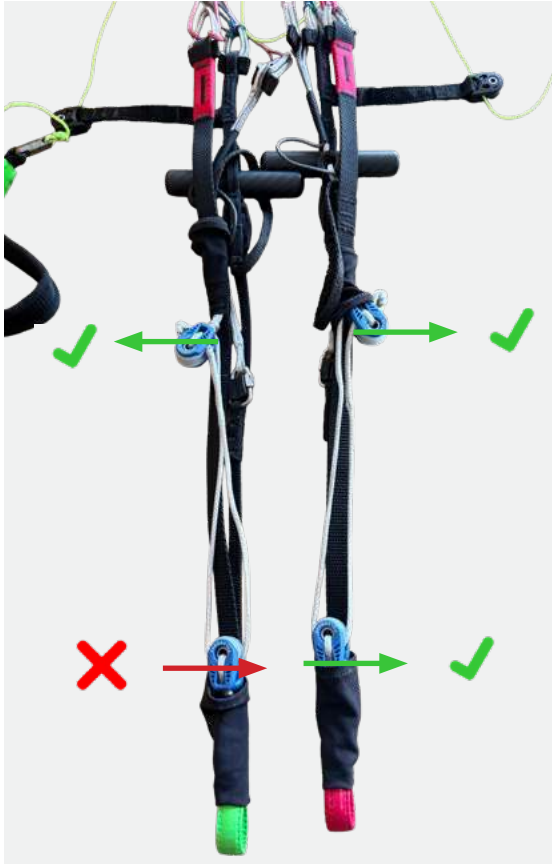
Attaching the speed system

The speed bar should be connected and adjusted following the instructions in your harness manual to ensure correct routing of the lines.

It is important that the speed-bar lines are correctly threaded around the pulleys.

When full speed bar is applied, the pulleys in a correctly-routed speed system will touch as shown in the image on the left; applying full bar with incorrectly-routed lines, as shown on the right, will stress the pulleys and can break them.





Because the pulleys can rotate, incorrect threading is not immediately obvious.

When threading your speed-bar lines around the pulleys, you should start by laying the risers face-up (A riser on top), with the brake legs and pulleys to the outside.

The speed-bar line should then be threaded round the pulleys from the inside to the outside. The lines should not cross each other.

Adjusting the speed system length

The speed system length should be adjusted by moving the knots on the line at the harness end. To check the length is correct, sit in your harness and ask a helper to hold the risers up in their in-flight position. The speed system should be set to such a length that the A-risers are not being pulled when the bar is not applied. You should be able to hook your heels into the bar and attain full bar extension when you push your legs out.

Once you have set the bar up in this way on the ground, a test flight in calm air is advisable to fine-tune the length, ensuring it is even on both sides.

PRE-FLIGHT CHECKS

The following pre-flight inspection procedure should be carried out before each flight.

1. Whilst opening the paraglider check the outside of the **canopy** for any **tears** where it could have been caught on a sharp object or even have been damaged whilst in its bag. Visually inspect the **risers** for any signs of damage.
2. Check the **lines** for signs of **damage, twists or knots**. Divide the suspension lines into groups, each group coming from one riser. By starting from the harness and running towards the canopy remove any tangles or twists in the lines. Partially inflating the canopy in the wind will help to sort out the lines.
3. Ensure the **brakes** are **clear** and free to move. Check the **knot** which attaches the brake handles to the brake lines. Avoid having too many knots, as there is a risk the knots could become stuck in the brake pulleys. Both brakes should be the **same length** and this can be checked by having an assistant hold the upper end of the brake lines together whilst you hold the brake handles. The brake lines should be just slack with the wing inflated when the brakes are not applied.
4. Always check the buckles and **attachments** on the **harness**. Ensure the two main attachment maillons / karabiners from the harness to the main risers, and the individual shackles which attach the risers to the lines, are tightly done up.
5. Before getting in to the harness you should be wearing a good **helmet**. Check the **parachute** container is correctly closed and the **handle** is secure. Put on the harness ensuring all the buckles are fastened and that it is well adjusted for comfort.

Your paraglider is now ready for flight.

FLIGHT CHARACTERISTICS

This manual is not intended as an instruction book on how to fly your paraglider but these tips will help ensure you get the best from your wing.

Laying Out

Select a suitable take-off area determined by wind and terrain, clear of any obstacles that may catch in the lines or damage the canopy.

Open out the canopy, drawing the wingtips away from the centre of the glider to form an arc facing into wind, with the undersurface facing up and the leading edge higher up the slope than the trailing edge. Draw the harness away from the canopy until the suspension lines are just taut.

Take-off

The wing should be inflated using the main A risers only, without the AR3 line, as shown in the image. The main A-riser is marked with red material. Grasp this above the low-friction ring. The glider will rise smoothly overhead to the flying position and can be launched easily using either the forward launch technique (best for light winds) or reverse launch (best for stronger winds).

Forward Launch

Stand facing into wind with your back to the canopy and all the A-lines taut behind you, then take one or two steps back (do not walk all the way back to the canopy). Take an A-riser in each hand and begin your launch run, pulling gently and smoothly on the A-risers. As soon as the canopy starts to rise off the ground, release your hands and maintain pressure on all the risers evenly through the harness. Maintaining gentle pressure on the A-risers helps in very



calm conditions. Be ready to slow the canopy with the brakes if it starts to accelerate past you.

Reverse Launch

In winds over 10km/h it is recommended to do a reverse launch and inflate the canopy whilst facing it, using the A-risers. Releasing pressure on the A-risers when it is at about 45° will help to stop it overshooting. The stronger the wind and the greater the pressure on the A-risers, the more quickly the canopy will rise. In stronger winds, taking a step towards the glider as it rises can take some of the energy out of the sail and it will be less likely to overshoot.

Straight Flight

Your paraglider will fly smoothly in a straight line without any input.

Turning

Your wing does not require a strong-handed approach to manoeuvring. For a fast turn smoothly apply the brake on the side to which the turn is intended. The speed with which the brake is applied is very important. If a brake is applied fairly quickly the canopy will do a faster banking turn, but care must be taken not to bank too severely. The wing will turn far more efficiently if you weightshift into the turn in the harness. To attain a more efficient turn at minimum sink, apply some brake to the outside wing to slow the turn and prevent excessive banking. Care must be taken not to over-apply the brakes, as this could result in a spin. Remember that violent brake application is dangerous and should be avoided.

Active piloting

The objective of active piloting is to get the glider to fly smoothly through the air with a stable position above your head, and controlled angle of incidence. Active piloting means

flying in empathy with your paraglider, guiding it through the air and being aware of feedback from the wing. If the air is smooth the feedback can be minimal but in turbulence feedback is continuous and needs to be constantly checked.

In order to get the best performance from your wing it is best to control it through small brake inputs and weightshift rather than constantly being present on the brakes. A small brake movement early is more efficient than a big input later. The more you let the glider fly at trim speed, the better performance you will get out of it.

Your paraglider is resistant to collapses without any pilot action, but flying actively will increase the safety margin. Active piloting can make your flying experience safer and more enjoyable, and it becomes instinctive in good pilots.

Thermalling

To attain the best climb rate your wing should be thermalled using a mild turn as described above, keeping banking to a minimum. In strong thermals a tighter banking turn can be used to stay closer to the thermal's core. Remember that weightshifting in the harness will make the turn more efficient and reduce the amount of brake required. Care must be taken not to apply so much brake as to stall. The brake pressure increases greatly as you approach the stall point. Only fly near the stall point if you have enough height to recover (at least 100m).

Using the speed system

Launching and general flying is normally done without using the accelerator. To accelerate the glider, push with your feet on the speed bar. Full speed is achieved when the two pulleys on each A-riser touch. The speed-bar limiter will be under tension at this point. Using excessive force or pushing beyond this will not make the glider go faster! When you come off the bar it is important to do so smoothly and progressively, to manage the

pitch. It is possible for any paraglider to front-collapse if the bar is released too quickly.

We recommend you only fly in conditions where you can progress into wind with no speed-bar applied, so that you have the extra airspeed in reserve should you need it.

IMPORTANT:

1. Practise using the speed system in normal flying and get fully used to using half bar before you use full bar.
2. The speed increase is achieved by reducing the angle of attack, which means the canopy has slightly more collapse tendency. Take care when flying fast in rough or turbulent conditions as deflations are more likely to occur at speed.
3. Remember that your glide deteriorates at higher speeds. Best glide is achieved when the risers are level and the brakes are off, or with a little accelerator applied (up to 25% speed).

Check the component parts of the speed system regularly for signs of wear and tear, and ensure that the system always works smoothly.

Rear-riser Steering

The TIGRA has T-handles on the rear risers that can be used to make pitch adjustments or control the direction when gliding, without using the brakes. Take care not to accidentally stall the glider as the range is much less than on the brakes. We recommend you keep hold of the brakes (no wraps) when using the T-handles.

Rapid descent procedures

B-Line stalls are not appropriate for two-liners.

Big Ears

The stabilo is integrated into the AR3 line. Big Ears can be performed on the TIGRA by pulling on AR3 line. It is important to grasp the line high, around 10cm above the top of the riser, and not to pull the riser itself. B-ears are very stable and easy to pull, and are an effective rapid descent method.

Spiral Dive

A normal turn can be converted into a spiral dive by continuing to apply one brake. The bank angle and speed of the turn will increase as the spiral is entered. Be careful to enter the spiral gradually and with control, as too quick a brake application can cause a spin or a high G spiral.

Spiral dives are one of the most dangerous manoeuvres in paragliding and the high G-force and quick loss of altitude can easily catch pilots out. A mistake in judging these factors can lead to a very serious accident, so spirals must be treated with great respect. Pilots are advised to practise spiral dives under close supervision or during an SIV course.

To pull out of a steep spiral dive, release the applied brake gradually and/or apply opposite brake gradually. A sharp release of the brake can cause the glider to surge and dive as the wing converts speed to lift. Always be ready to damp out any dive with the brakes. Also be ready to encounter turbulence when you exit from a spiral because you may fly through your own wake, which can cause a collapse.

CAUTION: Spiral dives can cause loss of orientation or black-out and they take some time to exit from. This manoeuvre must be exited in time, and with sufficient height.

Landing

Landing is very straightforward. When landing in light winds, flare in the normal way from an altitude of around 2m. It may sometimes help to take wraps on the brakes to make the flare more effective.

Strong-wind landings require a different technique. If you use the brakes to flare in a strong wind the wing tends to convert this energy to height, which can be a problem. The best method is to take hold of the rear risers at the maillons just before landing, and collapse the canopy using these when you have landed. The glider will collapse very quickly using this method.

RECOVERY TECHNIQUES

Test pilots have tested the glider well beyond the normal flight envelope. Such tests are carried out in a very precise manner by trained test pilots with a back-up parachute, and over water.

Stalls and spins on any paraglider are dangerous manoeuvres and are not recommended.

Line knots

Flying a glider with knots in the lines will affect its airworthiness – checking for knots should always be part of your pre-flight checks. If you do notice a knot in your glider's lines after you have pulled the canopy up, if you can safely abort the launch, then do so. If you are already airborne, you should avoid accelerating the glider and avoid deep brake inputs. Use weightshift or minimal brake inputs to steer the glider to a safe landing place as soon as possible.

Loss of brakes

In the unlikely event of a brake line snapping in flight, or a handle becoming detached, the glider can be flown using the T-handles for directional control.

Stalls

Full Stall

Stalls are caused by applying too much brake. When approaching the stall point the brake pressure increases. This is a warning to the pilot to let up the brakes.

As the canopy approaches the stall point it will start to descend vertically and finally drop back behind the pilot and collapse.

If the glider stalls it is very important to maintain the brake position until the glider is in a safe position. During the stall the glider will move back and forward in relation to the pilot.

The brakes should only be realised when the glider is overhead or in front relative to the pilot.

The brakes should be fully released fairly quickly, typically in about 2 seconds. Full hands up! Holding small amount of brake will make the dive much stronger. Be ready to catch the dive.

For more experienced SIV pilots, a pre-release of the brakes and reconstruction of the full span is recommended to avoid the tips getting cravatted during the recovery.

Altitude is very important for recovery and professional training is highly recommended for manoeuvres such as this.

An intentional full stall with the TIGRA should always be performed in two steps, to prevent the tips from touching each other as the glider falls back into the stall. First, apply deep brake until the glider stops flying. The tips will peel back and the glider will feel as if it is in deep stall. Release the brakes smoothly and quickly until you fall back underneath the glider, then immediately reapply the brakes to the backfly position.

Deep Stall (or Parachutal Stall)

Your paraglider has been designed so that it will not easily remain in a deep stall. However, if it is incorrectly rigged or its flying characteristics have been adversely affected by some other cause, it is possible that it could enter this situation. In the interests of safety all pilots should be aware of this problem, and know how to recover from it.

When in deep stall the pilot will notice the following:

- Very low airspeed.
- Almost vertical descent (like a round canopy), typically around 5m/s.
- The paraglider appears quite well inflated but does not have full internal pressure.

It looks and feels a bit limp.

To recover from deep stall, the first reaction is simply to put your hands up. This should allow the glider to return to normal flight. If the glider does not resume normal flight, pulling gently on the A-risers will help the airflow to reattach to the leading edge. Be careful not to pull down too hard as this will induce a front collapse.

Spins

Spins are dangerous and should not be practised in the course of normal flying. Spins occur when the pilot tries to turn too fast. In a spin the pilot, lines and canopy basically stay vertical and rotate around a vertical axis. Your glider will resist spinning, but if a spin is inadvertently induced you should release the brake pressure and be ready to damp out any dive as the glider exits the spin. Failure to damp the dive on exiting the spin may result in an asymmetric deflation.

Asymmetric Collapse

Your paraglider is very resistant to deflations; however, if the canopy collapses on one side due to turbulence, your first reaction should be to control the direction of flight by countering on the opposite brake. The act of controlling the direction will likely reinflate the wing. However, with more persistent collapses it may be necessary to pump the brake on the collapsed side using a long, strong, smooth and firm action. Normally one or two pumps of around 80cm will be sufficient. Each pump should be applied in about one second and smoothly released. In severe cases it can be more effective to pump both brakes together to get the canopy to reinflate. Be careful not to stall the wing completely if this technique is used.

Symmetric Front Collapse

It is possible that turbulence can cause the front of the wing to symmetrically collapse, though

active piloting can largely prevent this from occurring accidentally.

During the early stages of a front collapse the pilot should apply brake symmetrically on both sides for a maximum of one second. This will push the air from the back of the canopy towards the front, stopping the collapse from becoming deep. Make sure the brakes are fully released during the later stages of the collapse, or this may induce a full stall. The glider will normally recover on its own as long as the pilot keeps the brakes up. If the glider does not recover on its own it may be necessary to make a second pump on the brakes.

Releasing a trapped tip (cravat)

Following a severe deflation it is possible for a wingtip to become trapped in the glider's lines (cravat). If this occurs then first of all use the standard method of recovery from a tip deflation as described in Asymmetric Collapse above. If the canopy still does not recover then pull the rear risers to help the canopy to reinflate. Pulling the stabilo line is also a good way to remove cravats, but remember to control your flight direction as your number-one priority. If you are very low then it is much more important to steer the canopy into a safe landing place or even throw your reserve.

STORAGE, REPAIRS & SERVICING

Storage and care

If you have to pack your canopy away wet, do not leave it for more than a few hours in that condition. As soon as possible dry it out, but do not use direct heat sources as it is inflammable!

Always store the canopy in a dry, warm place. Ideally this should be in the temperature range of 5°C to 25°C. Never let your canopy freeze, particularly if it is damp.

Your paraglider is made from high quality nylon which is treated against weakening from ultraviolet radiation. However, UV exposure will still weaken the fabric and prolonged exposure to harsh sunlight can severely compromise the safety of your canopy. Therefore once you have finished flying, put your wing away. Do not leave it laying in strong sunshine unnecessarily.

Never drag or slide the surface of the glider over concrete or other hard surface as this can cause abrasion damage to the sail.

Cleaning

Do not treat your canopy with chemical cleaners or solvents. If you must wash the fabric, use warm water and a little soap. If your canopy gets wet in sea water, wash it with warm water and carefully dry it.

Packing

We recommend concertina-packing the wing as it helps to extend its life. Always start with a bunched glider. Do not lay it out, as this would mean pulling it across the ground when you gather the leading edge, risking damage from abrasion.

Stack the leading edge plastics together first, creating a single 'pile' from tip to tip (do not fold it in the middle). Turn the pile onto its side so the plastics are laid flat, and secure with the glider strap while you concertina-fold the rest of the glider. Push the air out, from the trailing edge towards the leading edge, and then fold the glider into three or four sections to fit the inner bag. Remove the strap from the leading edge, and close around the whole glider, before placing it into the inner bag.

A concertina packing bag can make concertina-packing the glider much easier. It has a dedicated strap to hold the stacked leading edge in place. The rest of the glider can then be gathered and zipped into the bag, from the leading edge towards the trailing edge. Finally, the bag can be folded into three and secured with the outside strap. Bruce demonstrate how to use the concertina bag in this [video](#).

Small Repairs

Small tears in the top or bottom surface (not normally the ribs) of a canopy can be repaired with a patch of self-adhesive ripstop nylon. Tears of up to around 10cm can be repaired in this way providing they are not in high-stress areas. If you have any doubt about the airworthiness of your canopy please contact your dealer or BGD directly.

Servicing / Inspection

It is important to have your glider regularly serviced. The dimensions of the lines can change during the first part of their life; high performance gliders are especially sensitive to trim changes. We recommend having a performance **trim check** after the **first 30 hours** of use to keep your TIGRA within intended tolerances, and then **every 100 hours** flight time. The loops on the rear lines should be released if the trim check shows that it is necessary.

Your wing should have a thorough **check / inspection every 2 years or 150 flight hours**, whichever occurs first. If a line strength check is failed, the entire line set should be changed.

BGD will only accept responsibility for repairs carried out by an approved service centre, and lines which we have produced and which have been fitted by an approved service centre. A list of approved service centres can be found [on our website](#).

If you are concerned about any aspect of the integrity of your paraglider please contact your nearest BGD dealer or talk to BGD directly.

Environmental protection and recycling

Our sport takes place in the natural environment, and we should do everything to preserve our environment. A glider is basically made of nylon, synthetic fibres and metal. At the end of your paraglider's life span, please remove all metal parts and put the different materials in an appropriate waste/recycling plant.

SERVICING LINES

Softlinks

The TIGRA has softlinks. This video explains how to open and close the softlinks to replace lines or release the loops:

<https://vimeo.com/782625749>



Left: loops on softlinks

Right: loops released

Releasing loops on the rear lines

All BGD gliders are rigged from new with loops on the maillons of the rear lines and the stabi line. The loops are there so that they can be released to compensate for any shrinkage of the back lines as the glider gets older. The loops on the rear lines should be released if the trim check shows that it is necessary.

Mounting Replacement Lines

If you need to replace lines on your glider, we recommend that a professional should mount the new lines. The airworthiness of your glider, and your safety, depends on it being done correctly.

You can identify the line(s) you need to replace from the line layout diagram for your wing. You can download the latest version from <https://flybgd.com/lines>.

Replacement lines can be ordered from the [Accessories](#) section of the BGD website. Check that the new lines correspond with the latest update of the line sheet. Also check the line layout on the glider corresponds with the line layout in the manual.

The quickest way to remove the old lines is to cut them off, but don't cut the old lines off if you have not received the new ones or you may end up not being able to fly! Sometimes only a part line set is needed (eg excluding top lines or brakes) so take care not to cut any lines that need to be retained.

Correct alignment of micro lines

It is important that lines are fitted the right way up. Unsheathed lines are reinforced at one end, marked by a yellow thread. This is the line-junction end.

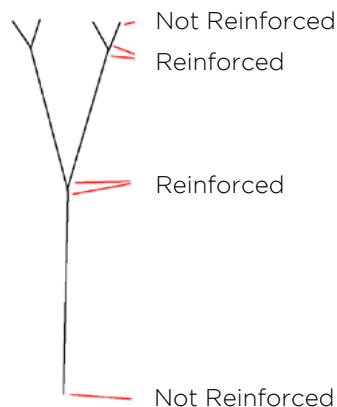
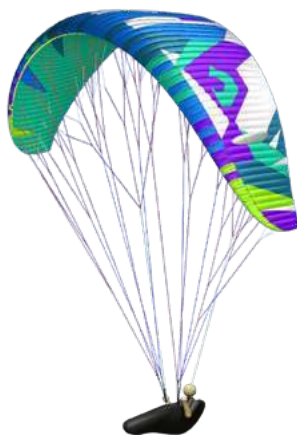
The non-reinforced end is marked with white thread and should be attached to the glider tab or the maillon. Sheathed lines have no additional reinforcement and can be mounted either way up.



Yellow thread = reinforced end



White thread = non-reinforced end



Tab Alignment

Lines should be symmetrically placed on the tab, except where the tab is inclined. The A tabs are inclined backwards on all BGD gliders, to align with the direction of pull of the line. When assembling the lines, the A tabs should be angled back, and the other tabs should be perpendicular to the undersurface.

Line Junctions

All lines are connected to other lines or to tabs with lark's foot junctions. Make sure that these are joined correctly with interlocked and not looped junctions.



Interlocked – correct



Looped – incorrect



Interlocked – correct



Looped – incorrect

Loops on rear lines

A risers: new lines should be mounted without loops; The stabi and rear lines (AR3, CR1, CR2, CR3) should have a single loop.

Line Check

After changing lines, you should always do a full dimensional line check of the wing, and also inflate the wing to check everything is correct before flying.

TECHNICAL DATA

Materials

The TIGRA is made from the following quality materials:

TOP SURFACE	Porcher Skytex Classic II 27g/m ²
TOP SURFACE LEADING EDGE	Porcher Skytex 32g/m ²
BOTTOM SURFACE	Dominico D10 (22g/m ²)
INTERNAL STRUCTURE	Porcher Skytex hard finish 27g/m ²
NOSE REINFORCING	Plastic & Nitinol
TOP LINES	Edelrid 8001U-50,70,90 (unsheathed Kevlar)
MIDDLE LINES	Edelrid 8001U-50,70,90,130 (unsheathed Kevlar)
LOWER LINES	Edelrid 8001U-130,190,280,340 (unsheathed Kevlar)

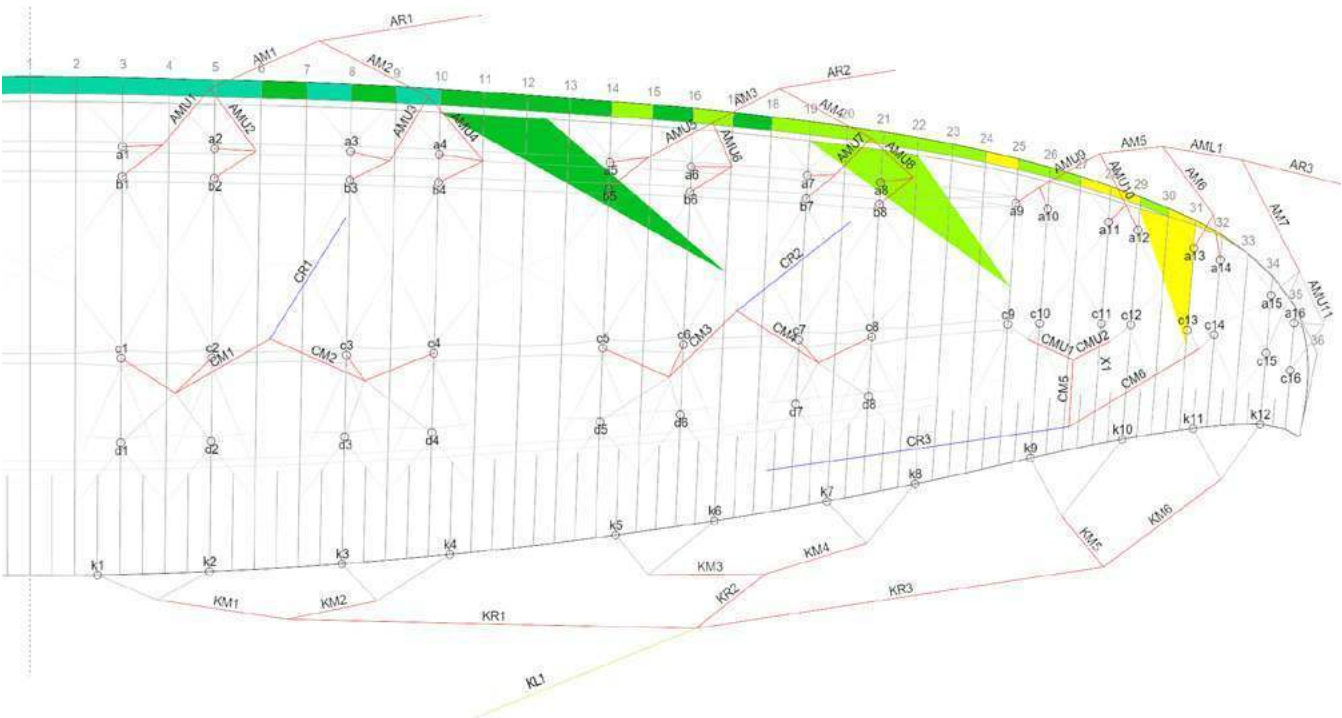
Spare parts can be obtained directly from BGD or though our network of registered BGD repair shops. For a full list see www.flybgd.com

Specifications

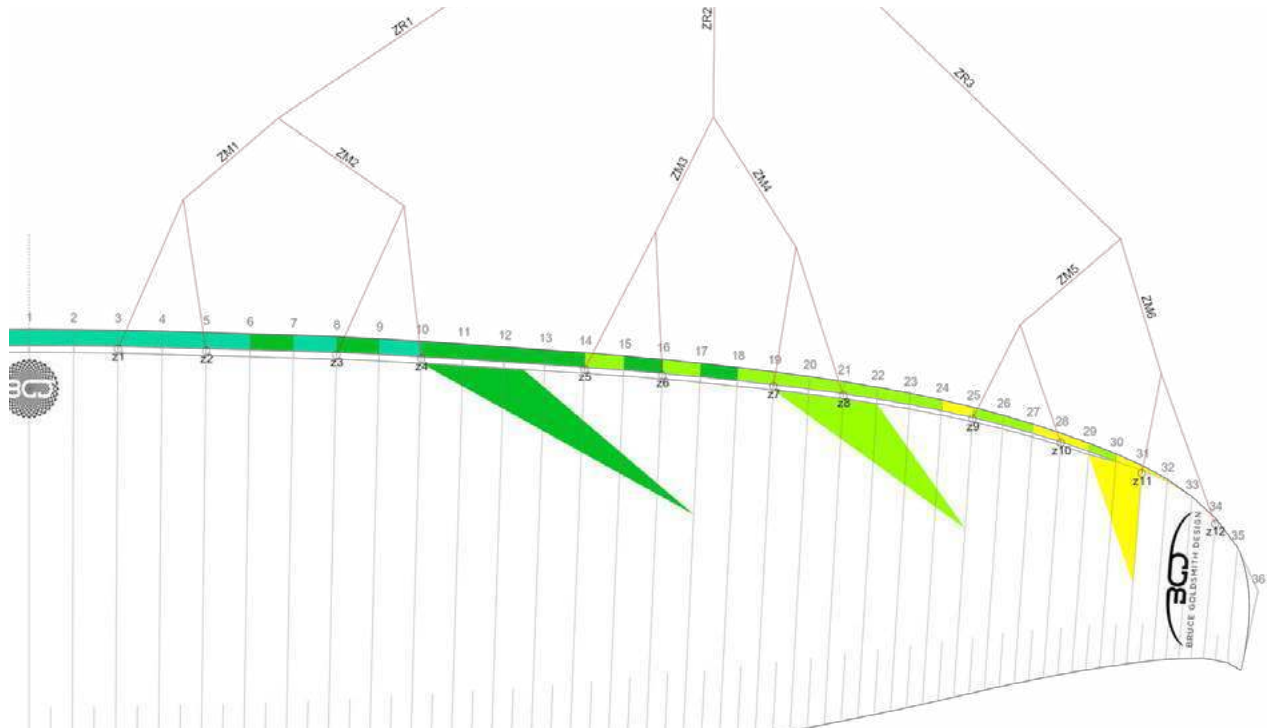
	S	M	ML	L
LINEAR SCALING FACTOR	0.96	1	1.03	1.07
PROJECTED AREA (M ²)	16.8	18.1	19.4	20.6
FLAT AREA (M ²)	20	21.5	23	24.5
GLIDER WEIGHT (KG)	3.8	4	4.2	4.4
NUMBER OF MAIN LINES (A/B/C)	3/3			
CELLS	70			
FLAT ASPECT RATIO	6.7			
ROOT CHORD (M)	2.2	2.3	2.4	2.5
FLAT SPAN (M)	11.5	12	12.4	12.8
IDEAL WEIGHT RANGE (KG)	73-83	83-93	93-103	103-113
CERTIFIED WEIGHT RANGE (KG)	65-85	75-95	85-105	95-115
CERTIFICATION (EN/LTF)	C*			

* pending certification

Line Layout



Collapse lines



Riser Lengths

Size	Riser lengths at trim speed (mm)*	Accelerator travel (mm)	Brake travel (mm)**
S	500	150	440
M	500	150	460
ML	500	180	480
L	500	180	500

* Riser lengths are measured with 5kg load. Actual riser lengths may differ by not more than 5mm

** Maximum symmetrical control travel at maximum weight in flight.

Line length checks

All measures are in millimetres, with 50N line tension, this tension being slowly and gradually applied before taking the measurement.

The lengths are measured from the lower surface of the canopy and **include the risers and maillons**.

Line lengths are for a flown glider. During the EN certification process, the test team has checked the lengths of the suspension lines, control lines and risers given in the manual against the sample glider, after the test flights have been carried out.

The difference in length between the manual and the sample may be no more than 10mm.

The latest line lengths and diagrams can be downloaded from <https://flybgd.com/lines>.

Bridle check sheet

Top	Middle	Riser		
a1	AMU1	AM1	AR1	
a2	AMU2	AM1	AR1	
a3	AMU3	AM2	AR1	
a4	AMU4	AM2	AR1	
a5	AMU5	AM3	AR2	
a6	AMU6	AM3	AR2	
a7	AMU7	AM4	AR2	
a8	AMU8	AM4	AR2	
a9	AMU9	AM5	AML1	AR3
a10	AMU9	AM5	AML1	AR3
a11	AMU10	AM5	AML1	AR3
a12	AMU10	AM5	AML1	AR3
a13	AM6	AML1	AR3	
a14	AM6	AML1	AR3	
a15	AM7	AR3		
a16	AMU11	AM7	AR3	

Loops on AR3, CR1,
CR2, CR3

b1	AMU1	AM1	AR1	
b2	AMU2	AM1	AR1	
b3	AMU3	AM2	AR1	
b4	AMU4	AM2	AR1	
b5	AMU5	AM3	AR2	
b6	AMU6	AM3	AR2	
b7	AMU7	AM4	AR2	
b8	AMU8	AM4	AR2	
c1	CM1	CR1		
c2	CM1	CR1		
c3	CM2	CR1		
c4	CM2	CR1		
c5	CM3	CR2		
c6	CM3	CR2		
c7	CM4	CR2		
c8	CM4	CR2		
c9	CMU1	CM5	CR3	
c10	CMU1	CM5	CR3	
c11	CMU2	CM5	CR3	
c12	CMU2	CM5	CR3	
c13	CM6	CR3		
c14	CM6	CR3		
c15	AM7	AR3		
c16	AMU11	AM7	AR3	

d1	CM1	CR1		
d2	CM1	CR1		
d3	CM2	CR1		
d4	CM2	CR1		
d5	CM3	CR2		
d6	CM3	CR2		
d7	CM4	CR2		
d8	CM4	CR2		
k1	KM1	KR1	KL1	
k2	KM1	KR1	KL1	
k3	KM2	KR1	KL1	
k4	KM2	KR1	KL1	
k5	KM3	KR2	KL1	
k6	KM3	KR2	KL1	
k7	KM4	KR2	KL1	
k8	KM4	KR2	KL1	
k9	KM5	KR3	KL1	
k10	KM5	KR3	KL1	
k11	KM6	KR3	KL1	
k12	KM6	KR3	KL1	

Size M

Bridle check

	A	B	C	D	K
1	6985	6978	6917	7040	7620
2	6890	6877	6825	6952	7258
3	6846	6832	6782	6902	6983
4	6878	6866	6806	6913	6896
5	6753	6739	6692	6798	6596
6	6664	6648	6595	6691	6463
7	6590	6575	6529	6611	6380
8	6587	6575	6540	6603	6475
9	6391		6373		6385
10	6363		6339		6438
11	6304		6297		6475
12	6300		6313		6663
13	6236		6242		
14	6222		6239		
15	6146		6195		
16	6145		6231		

Size M

Single line lengths

a1	238	AM1	1330	c11	217	k1	679
a2	237	AM2	1247	c12	233	k2	318
a3	231	AM3	1296	c13	492	k3	548
a4	225	AM4	1174	c14	488	k4	461
a5	211	AM5	1549	c15	642	k5	518
a6	202	AML1	1018	c16	452	k6	384
a7	187	AM7	3185	CMU1	725	k7	394
a8	175	AR1	4392	CMU2	659	k8	488
a9	259	AR2	4178	CM1	1201	k9	443
a10	230	AR3	1869	CM2	1132	k10	495
a11	271	b1	229	CM3	980	k11	287
a12	267	b2	224	CM4	904	k12	474
a13	267	b3	216	CM5	1430	KM1	1262
a14	253	b4	213	CM6	1754	KM2	756
a15	593	b5	196	CR1	4128	KM3	1034
a16	367	b6	186	CR2	4257	KM4	942
AMU1	528	b7	171	CR3	3484	KM5	574
AMU2	431	b8	163	d1	1205	KM6	820
AMU3	476	c1	1083	d2	1117	KR1	2246
AMU4	513	c2	990	d3	1135	KR2	1611
AMU5	568	c3	1015	d4	1146	KR3	1934
AMU6	487	c4	1039	d5	1053	KL1	3393
AMU7	549	c5	948	d6	946		
AMU8	558	c6	850	d7	941		
AMU9	1205	c7	859	d8	934		
AMU10	1105	c8	870				
AM6	2582	c9	228				
AMU11	230	c10	194				

CLOSING WORDS

Paragliding is a wonderful sport, and we hope you enjoy many hours of flights and adventures with your new paraglider.

Please keep in mind that paragliding is a potentially dangerous activity. We work hard to make all our equipment as safe as it can be, but your safety always comes down to you. You should have the correct training before using this equipment, and flying in a club or a school with experienced pilots is highly recommended.

Use equipment and fly in conditions that are appropriate to your skill level. Check the weather forecast but don't always rely on it. Actual conditions might not be as forecast, and can change fast.

It is important to look after your equipment. The UV in direct sunlight degrades materials, whether in flight or on the ground. By minimising your equipment's exposure to sunlight and always keeping it dry, you can maximise its lifespan. It is important to have your paraglider serviced at regular intervals.

Your security is ultimately your responsibility. Please fly carefully keeping your safety in mind, and have fun!

See you in the sky!

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