MANUAL

ADAM SPOT

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BRUCE GOLDSMITH DESIGN

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BRUCE GOLDSMITH DESIGN

ADAM SPOT OWNER'S MANUAL

Solo paraglider | EN / LTF A

Welcome

Welcome to Bruce Goldsmith Design! BGD is a world leader in the design and production of paragliders. For many years Bruce Goldsmith and his 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 ADAM SPOT!

The ADAM SPOT is an EN/LTF-A paraglider wih the highest level of passive safety. It is our dedicated accuracy paraglider, and is also suitable for students or as an all-round first paraglider.

This manual contains information and advice about your paraglider. For further information or parts, please contact your nearest BGD dealer (click the 'location' symbol on the website), or BGD directly.

Introduction

Limitations

The ADAM SPOT is a very easy and safe paraglider. It is suitable for all levels of pilots, and can be used for training under the correct supervision. It is a solo paraglider, and is not designed for flying tandem or aerobatics. It is suitable for towing.

For your safety, do not:

1. Fly outside the certified weight range
2. Change the length of risers or lines in order to adjust trim speed
3. Fly in rain or snow
4. Tow with a pull of more than 200kg
5. Perform spiral dives with big ears or asymmetric collapses. The high G loading on fewer lines could overload and break the lines.

Test flight and Warranty

All information about the BGD warranty can be found on the Warranty page of our website. In order to benefit from it, you must complete the warranty registration form on www.flybgd.com (find it in the Help menu).

It is your dealer´s responsibility to test fly the paraglider before you receive it, to check the trim settings are correct. The waranty may be void if the test flight has not been completed by the dealer.

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 flying in the middle of the weight range. If it is flown in the lower half of the permitted take-off weight range, you can expect slightly reduced agility and a somewhat dampened flight behavior. In strong turbulence, the canopy will be less stable.

If you fly the wing in the upper half of the take-off weight range, the dynamics and stability of the wing increase and the trim speed also increases slightly. On the other hand, the glider's own damping, even after collapses, decreases slightly.

Modifications

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

Brake line lengths

The length of the brake lines is set at the factory so that the trailing edge is not deformed at all when brakes are not applied. There should be around 7cm slack in the brake lines, before they take effect on the canopy. It should not be necessary to shorten the brake lines. However, it is possible that shrinkage can occur. If necessary, the brake lines can be lengthened by adjusting the knots.

Harness Dimensions

The paraglider was tested with a 'GH' (without diagonal bracing) type harness. The GH category includes weight-

shift harnesses as well as ABS style (semi-stable) harnesses. The harness complies with the EN standard harness dimensions, which are:

- Seat board width: 42cm.

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

- 38cm for pilots under 50kg
- 42cm for pilots from 50-80kg
- 46cm for pilots above 80kg

Preparation / Pre-Flight Checks

Connecting the speedbar

The paraglider comes with accelerator risers and can be flown with or without a speedbar attached. The speedbar should be connected and adjusted following the instructions in your harness manual to ensure correct routing of the lines.

To adjust the speedbar to the correct length, sit in your harness and ask an assistant to hold the risers up in their in-flight position. The speedbar length can be adjusted, by moving the knots, so that the bar sits just beneath your harness seat. You should be able to hook your heels into the bar, and to attain full bar extension (the two pulleys touching) when you fully extend your legs. Once you have set the bar up in this way on the ground, a test flight in calm air can be useful to fine-tune the length, ensuring it is even on both sides.

Preparation on launch

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. Take your paraglider to the top of the take-off area, and allow the canopy to unroll itself down the hill if on a slope. This should leave the paraglider with the bottom surface facing upwards, the openings at the downwind/uphill end of the take-off area, and the harness at the trailing edge at the upwind side.

Unroll the canopy to each side so that the leading edge openings form a semi-circular shape, with the trailing edge drawn together to form an arc. The harness should be drawn away from the canopy until the suspension lines are just tight.

Pre-flight inspection

Your paraglider is simple to inspect and maintain but a pre-flight procedure is mandatory on all aircraft. 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 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 manual on how to fly your paraglider. You should be a qualified pilot, but the following comments describe how to get the best from your wing.

Launch

The ADAM SPOT is easy to inflate in light or stronger winds and will quickly rise overhead to the flying position. It can be launched easily using either forward (best for light winds) or reverse (best for stronger winds) launch techniques.

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 (the A-risers are marked with red cloth to make them easier to find) and begin your launch run pulling gently and smoothly on the A-risers. As soon as the canopy starts to rise off the ground stop pulling so hard on the A-risers but put pressure on all the risers evenly through the harness. Maintaining gentle pressure on the A-risers helps in very calm conditions. Have your hands ready to slow up 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 glider and it will be less likely to overshoot.

Straight Flight

Your paraglider will fly smoothly in a straight line without any input. At the maximum in-flight weight, without the accelerator it will fly at approximately the trim speed shown in the Specifications table.

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. To attain a more efficient turn at minimum sink, apply some brake to the outside wing to slow the turn and prevent excessive banking. The glider flies very well like this, but care must be taken not to over-apply the brakes, as this could result in a spin. The wing will turn far more efficiently if you weight-shift into the turn in the harness. 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 though 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 collapse 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 weight-shifting 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. This is easy to avoid as 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).

Speed System

Launching and general flying is normally done without using the accelerator. A pilot flying at the maximum in-flight weight should be able to reach the top speed noted in the specifications table when using the accelerator system.

Full speed is achieved when the two pulleys on each A-riser touch. Do not go beyond this point by using excessive force to attempt to make the glider go faster as this may result in the glider collapsing.

When you come off the bar it is also important to do so smoothly and progressively, to manage the pitch. It is possible for paragliders 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 the full speedbar travel.

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.

1. 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).

The component parts of the speed system should be regularly checked for signs of wear, and to ensure the system works smoothly.

Rapid descent procedures

Big Ears
The wingtips of your paraglider can be folded in to increase its sink rate. The Big Ear facility allows you to descend quickly without substantially reducing the forward speed of your glider. (B-line stalls also allow for fast descent, but they result in greatly reduced forward speed).

To engage Big Ears, lean forward in the harness and grasp the outer A-lines, or the maillons of the 'Baby-A' risers, keeping hold of both brake handles if possible. Pull the outer A-lines or Baby-A risers out and down at least 30cm so as to collapse the tips of the glider. It is very important that the other A-lines are not affected when you do this as pulling these could cause the leading edge to collapse. Steering with Big Ears in is possible by weight-shifting. When you let go of the outer A-lines or the Baby A risers, the Big Ears will come out on their own. A pump on the brakes can speed this up if necessary.

Before using Big Ears in earnest you should practise with plenty of ground clearance in case a leading-edge collapse occurs. Always keep hold of both brakes in order to retain control. Putting your hands through the brake handles so they remain on your wrists is a good method of doing this.

B-Line Stall
This is a fast descent method and is a useful emergency procedure. With both hands through the brake handles, take hold of the top of the B-risers, one in each hand, and pull them down by 10-15cm. This will stall the canopy and its

forward speed will drop to zero. Make sure you have plenty of ground clearance because the descent rate can be over 10m/sec.

To increase the descent rate pull harder on the B-risers. When you release the B-risers the canopy will automatically start flying again, normally within two seconds. Sometimes the canopy will turn gently when it exits from the B-line stall. It is normally better to release the B-risers fairly quickly rather than slowly, as the latter may result in the canopy entering deep stall. Always release the risers symmetrically, as an asymmetric release from a B-line stall may result in the glider entering a spin.

B-line stalls are useful if you need to lose a lot of height quickly, perhaps to escape from a thunderstorm. They should not be performed with less than 100m of ground clearance (see also also Chapter 5).

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 though your own wake, which can cause a collapse.

Do not perform spiral dives with big ears or asymmetric collapses. The high G loading on fewer lines could overload and break the lines.

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.

After landing, the B-risers can also be used to collapse the canopy, although it is more difficult to control the collapsed canopy on the ground with the B-risers.

Recovery Techniques

Stalls

Stalls are dangerous and should not be practised in the course of normal flying. Stalls are caused by flying too slowly. Airspeed is lost as brake pressure increases and as the canopy approaches the stall point it will start to descend vertically and finally begin to collapse. Should this occur it is important that the pilot releases the brakes at the correct moment. The brakes should never be released when the wing has fallen behind the pilot; the brakes should be released fairly slowly, to prevent the forward dive of the canopy from being too strong. A pre-release of the brakes and the reconstruction of the full span is recommended to avoid the tips getting cravatted during the recovery. Pilots are advised never to attempt this manoeuvre unless under SIV instruction. This manual is not intended to give instruction in this or any other area.

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 deep stall. In the interests of safety all pilots should be aware of this problem, and know how to recover from it. The most common way to enter deep stall is from a flying too slowly, from a B-line stall or even from big ears. When in deep stall the pilot will notice the following:

1. Very low airspeed.

2. Almost-vertical descent (like a round canopy), typically around 5m/s.

3. The paraglider appears quite well inflated but does not have full internal pressure. It looks and feels a bit limp.

Recovery from deep stall is quite simple: The normal method is to simply initiate a mild turn. As the canopy starts to turn it will automatically revert to normal flight, but it is very important not to turn too fast as this could induce a spin.

The second method is to pull gently on the A-risers. This helps the airflow to re-attach to the leading edge, but be careful not to pull down too hard as this will induce a front collapse.

If the deep stall is particularly stubborn and the previous methods do not work then a full stall will solve the problem. To do this apply both brakes fairly quickly, as if to do a strong stall, then immediately release both brakes and damp out the forward surge in the normal way. The canopy will swing behind you then automatically reinflate and surge forward in front of you before returning to normal flight. It is the surge forward that exits the canopy from deep stall.

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 but always 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.

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. During the early stages of a front collapse the pilot should apply the brakes 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.

A pilot can reproduce the effect during an SIV course by taking hold of both the A-risers and pulling down sharply on them, then immediately releasing. Make sure that you pull all four A-risers at the same time, two risers in each hand (make sure to include the baby-A risers). The glider will automatically recover on its own from this situation in around

three seconds. During this recovery period it is advisable not to apply the brakes as this could stall the wing.

Asymmetric Collapse

If the canopy collapses on one side due to turbulence, you should first of all control the direction of flight by countering on the opposite brake. Most collapses will immediately reinflate on their own and you will hardly have time to react before the wing reinflates automatically. The act of controlling the direction will tend to reinflate the wing. However, with more persistent collapses it may be necessary to pump the brake on the collapsed side using a long, 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.

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 try the standard method of recovery from a tip deflation as described in Asymmetric Front 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.

NOTE: Test pilots have tested the glider well beyond the normal flight envelope, but these 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 paragliders are dangerous manoeuvres and are not recommended.

Loss of brakes

In the unlikely event of a brake line snapping in flight or a handle becoming detached, the glider can be flown by gently pulling the rear risers for directional control.

Packing & Maintenance

Packing

Your paraglider can either be packed in the classic way or the Concertina method can be used. Concertina packing helps to prolong the life of the paraglider, therefore BGD recommends using a Concertina packing bag.

With an inner pack
Sort the lines and place them on the spread-out canopy. Fold the paraglider canopy in sections from the stabilo towards the centre. Then roll/fold the two halves together from the trailing edge towards the leading edge and push the air remaining out of the canopy. Take care not to fold or bend the plastic reinforcements in the leading edge.

With a Concertina pack sack
Place the paraglider in a bundle on the concertina bag. Fold the trailing edge frst, cell-to-cell, and secure it in the concertina pack sack with the strap. Take care not to drag the leading edge over the ground during this process. Then fold the leading edge cell-to-cell, so that all the plastics are next to each other. Turn the glider on its side and close the second strap of the Concertina Bag around the glider. Now squeeze the rest of the air out of the canopy and close the zip. Finally, fold the bag into three pieces so that the leading edgeplastics, are not bent.

Storage and Care

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

We recommended storing your glider loosely packed, in a dry place out of direct sunlight. Avoid extremes of temperature – do not leave it for long periods in a hot car in summer, or let it 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 glider. Once you have finished flying, put your wing away. Do not leave it in strong sunshine unnecessarily.

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

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 fresh water and carefully dry it.

Small Repairs

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

Lines

Left : loops on the maillons; right: loops released

Releasing loops on the rear lines
All BGD gliders are rigged from new with loops on the maillons of the C lines (and D lines if any) plus the stabi line. The loops can be released to compensate for any shrinkage of the back lines as the glider gets older.

BGD recommends releasing the loops after 100 hours or one year, whichever comes first, or earlier if the pilot feels the glider does not come up as easily on launch.

When the first line check is done, normally at 2 years, the loops

should already have been released, and this should be verified and fine-tuned by the check centre.

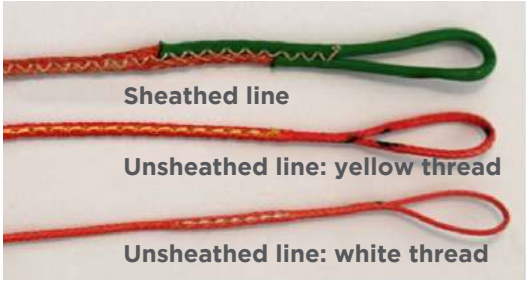
Mounting Replacement Lines
If you need to replace lines on your glider, we recommended that a professional should mount the new lines. The airworthiness of your glider, and your safety, depends on it being done correctly.

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

Replacement lines can be ordered from the Accessories section of www.flybgd.com. Check that the lines you have received correspond with the line plan and that it matches your glider.

The quickest way to remove the old lines is to cut them off. However, 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 lineset is needed (eg excluding top lines or brakes) so take care not to cut any lines that need to be retained.

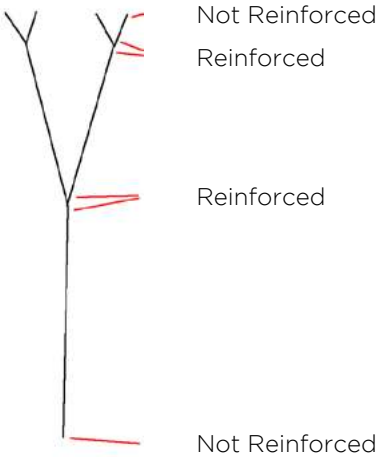
Correct alignment of lines
It is important that the lines are mounted the correct way up.



Sheathed lines have no internal reinforcing. They can be mounted either way up

Microlines have internal reinforcing at one end, which is marked with yellow thread.

The non-reinforced end of a microline is marked with white thread.



On unsheathed lines, the reinforced end (yellow thread) is the line junction end. The non-reinforced end attaches to the glider attachment point or maillon.

Alignment of attachment points

Lines should be placed symmetrically 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. So when assembling the lines, the A tab should be angled back, and the B, C and D tabs should be perpendicular to the undersurface of the wing.

Larksfoot attachments

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

Interlocked junction – correct

Looped junction – incorrect

Interlocked junction – correct

Looped junction – incorrect

After rigging the wing, always do a full dimensional check of the lines, and inflate it to ensure that everything is correct before flying.

Servicing / Inspection

It is important to have your glider regularly serviced. Your wing should have a thorough check / inspection every 24 months or every 150 flight hours, whichever occurs first. This check must be made by the manufacturer, importer, distributor or other authorised persons.

Please print out the service pages from this manual, fill in the number of flights and hours flown in the Service Record, and send together with your glider when it goes for inspection or servicing. The manufacturer will only accept responsibility for lines and repairs which we have produced and fitted or repaired by an approved service centre.

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, please remove all metal parts and put the different materials in an appropriate waste/recycling plant.

BRUCE GOLDSMITH DESIGN

Technical Data

Materials

The ADAM SPOT is made from the following quality materials:

Top surface	Dominico D30 42g/m^2
Bottom surface	Dominico D30 42g/m^2
Internal structure	Dominico D30 hard finish 42g/m^{22}
Nose reinforcing	Plastic wire 2.3 / 2.7mm
Risers	2:0mm Kevlar / nylon webbing
Top lines	Liros DSL
Middle lines	Liros TSL
Lower lines	Liros TSL
Brakes	Liros TSL

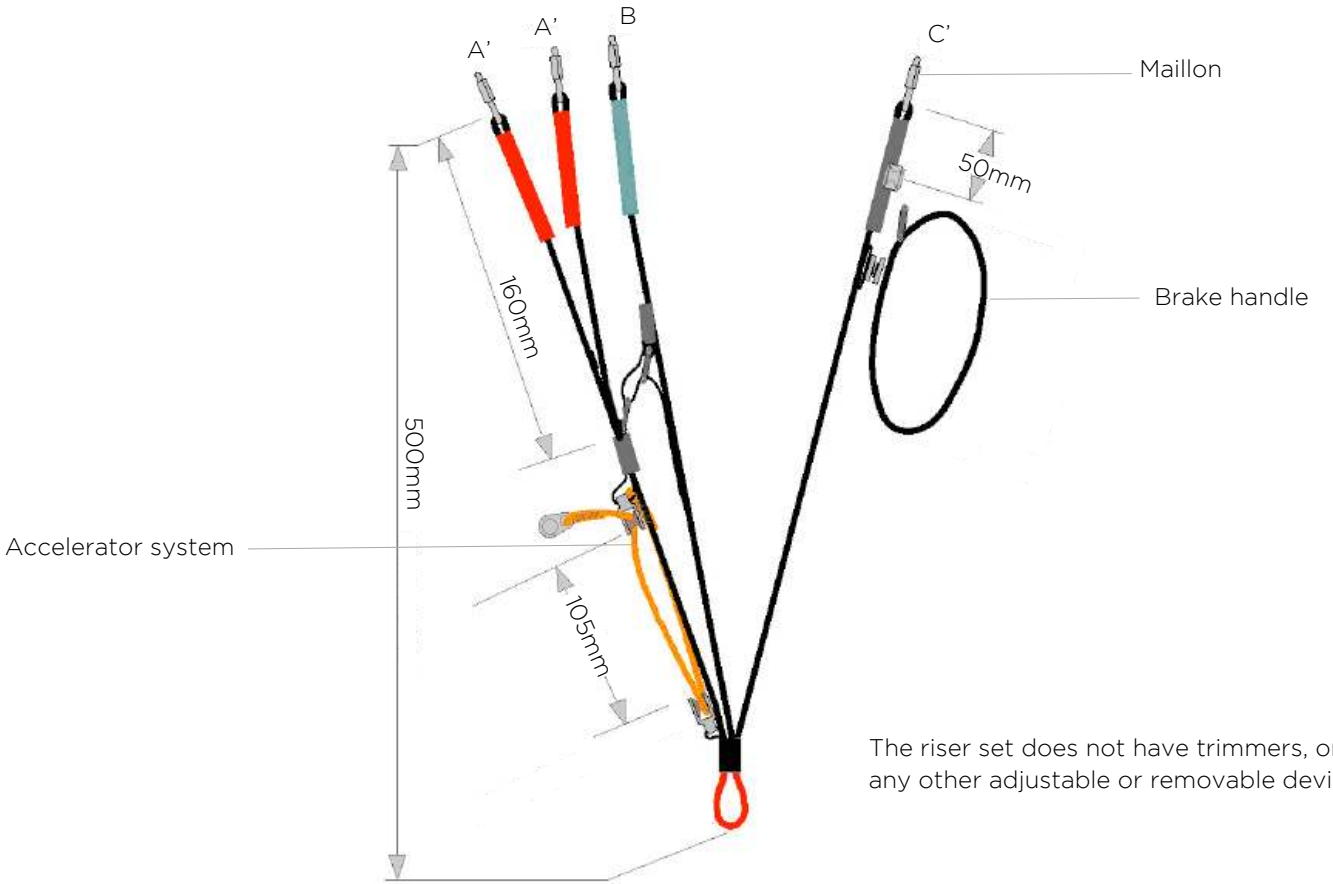
Spare parts can be obtained directly from BGD or though our network of registered BGD repair shops. Click the 'location' icon at www.flybgd.com

Specifications

	S	M	ML	L
Linear scaling factor	0.94	1	1.05	1.10
Projected area (m^2)	18.56	21.00	23.15	25.41
Flat area (m^2)	22.09	25.00	27.56	30.25
Glider weight (kg)	4.3	4.9	5.4	5.9
Total line length (m)	243	275	303	333
Height (m)	6.30	6.67	7.00	7.80
Number of main lines	3/4/3	3/4/3	3/4/3	3/4/3
Cells	34	34	34	34
Flat aspect ratio	4.465	4.465	4.465	4.465
Projected aspect ratio	3.22	3.22	3.22	3.22
Root chord (m)	2.82	3.00	3.14	3.29
Flat span (m)	9.96	10.59	11.12	11.65
Projected span (m)	7.73	8.22	8.64	9.05
In-flight weight range (kg)	50-75	70-95	90-110	105-130
Trim speed (km/h)	38	38	38	38
Top speed (km/h)	50	50	50	50
Min. sink (m/s)	1.0	1.0	1.0	1.0
Best glide	8.0	8.0	8.0	8.0
Certification	EN-A	EN-A	EN-A	EN-A

Overview of Glider Parts

Risers



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

Accelerator and brake ranges

Riser lengths

Length are in millimetres. The actual measured riser length must be no more than 5 mm different to the value in the table.

	A	Baby A	B	C
Trim slow	500	500	500	500
Accelerated	360	360	410	500
Accelerator Length	140 between end of pulleys			

Brake range

In millimetres, at maximum all-up weight.

S	M	ML	L
675	700	730	750

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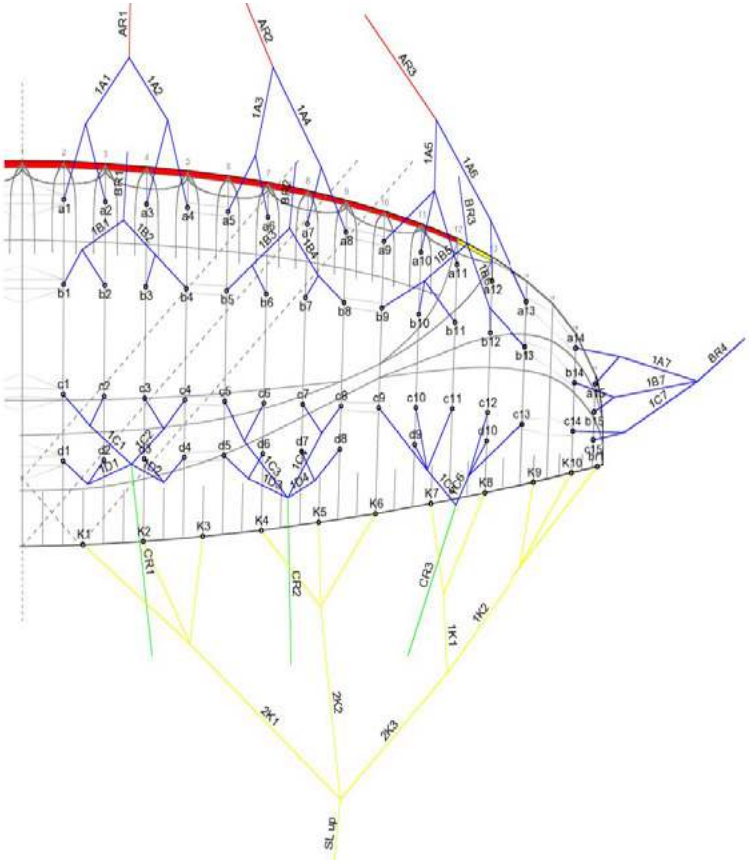
Line Plan



Line Lengths

All measures are in mm, with 50N line tension, the 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.

As part of the EN certification process, the test team check 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 line lengths between the manual and the sample may be no more than 10mm. The measured lengths are in the appendix.

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

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Size S

	A	B	C	D	K
1	5687	5622	5687	5798	6516
2	5639	5573	5659	5767	6270
3	5624	5559	5647	5751	6168
4	5650	5589	5660	5758	6011
5	5630	5571	5649	5739	5894
6	5585	5527	5621	5704	5921
7	5578	5523	5613	5691	5915
8	5613	5563	5634	5703	5904
9	5596	5543	5627	5625	5939
10	5541	5489	5566	5560	5953
11	5535	5489	5556		5938
12	5505	5470	5537		
13	5475	5460	5555		
14	5216	5231	5329		
15	5137	5169	5241		

Bridle check ▲
Single line lengths ▶

A		B		C		D		K	
a1	830	b1	821	c1	823	d1	854	k1	1634
a2	783	b2	772	c2	795	d2	823	k2	1387
a3	796	b3	785	c3	804	d3	834	k3	1286
a4	821	b4	814	c4	817	d4	841	k4	1445
a5	810	b5	800	c5	805	d5	906	k5	1328
a6	766	b6	756	c6	777	d6	871	k6	1354
a7	746	b7	735	c7	757	d7	782	k7	722
a8	780	b8	776	c8	778	d8	794	k8	711
a9	1259	b9	1157	c9	1173	d9	1171	k9	810
a10	1204	b10	1103	c10	1112	d10	817	k10	824
a11	1198	b11	1103	c11	1102			k11	809
a12	884	b12	866	c12	784				
a13	854	b13	856	c13	801				
a14	808	b14	698	c14	446				
a15	728	b15	636	c15	358				
1A1	1157	1B1	1053	1C1	1872	1D1	1952	2K1	2201
1A2	1129	1B2	1027	1C2	1851	1D2	1924	2K2	1885
1A3	1101	1B3	1002	1C3	1744	1D3	1733	1K1	687
1A4	1114	1B4	1019	1C4	1757	1D4	1809	1K2	624
1A5	1091	1B5	925	1C5	685			2K3	1824
1A6	1375	1B6	1143	1C6	984				
1A7	801	1B7	926	1C7	1276				
AR1	3699	BR1	3748	CR1	2992			SL up	1057
AR2	3718	BR2	3768	CR2	3100			SL down	1625
AR3	3246	BR3	3461	CR3	3789				
		BR4	3608						

Size M

	A	B	C	D	K
1	6030	5961	6060	6187	6887
2	5980	5909	6008	6134	6615
3	5964	5895	5998	6121	6507
4	5992	5927	6035	6151	6348
5	5972	5911	6012	6117	6254
6	5926	5869	5971	6072	6323
7	5921	5871	5983	6039	6358
8	5961	5921	6042	6089	6345
9	5958	5894	6009	5977	6320
10	5902	5844	5946	5905	6302
11	5898	5849	5935		6297
12	5867	5829	5907		
13	5831	5803	5896		
14	5538	5553	5656		
15	5454	5488	5565		

Bridle check ▲
Single line lengths ▶

A		B		C		D		K	
a1	883	b1	873	c1	878	d1	927	k1	1749
a2	833	b2	821	c2	826	d2	873	k2	1477
a3	846	b3	834	c3	837	d3	886	k3	1370
a4	873	b4	866	c4	874	d4	916	k4	1523
a5	862	b5	851	c5	858	d5	980	k5	1429
a6	816	b6	809	c6	817	d6	934	k6	1497
a7	792	b7	779	c7	781	d7	818	k7	797
a8	831	b8	829	c8	839	d8	867	k8	803
a9	1338	b9	1237	c9	1267	d9	1235	k9	957
a10	1282	b10	1187	c10	1204	d10	900	k10	919
a11	1278	b11	1191	c11	1193			k11	914
a12	969	b12	965	c12	901				
a13	933	b13	938	c13	890				
a14	859	b14	743	c14	476				
a15	776	b15	678	c15	384				
1A1	1230	1B1	1119	1C1	1972	1D1	2050	2K1	2346
1A2	1202	1B2	1093	1C2	1951	1D2	2025	2K2	2034
1A3	1169	1B3	1062	1C3	978	1D3	962	1K1	735
1A4	1189	1B4	1094	1C4	1027	1D4	1046	1K2	577
1A5	1168	1B5	1003	1C5	758			2K3	2015
1A6	1446	1B6	1211	1C6	1022				
1A7	853	1B7	984	1C7	1355				
AR1	3917	BR1	3969	CR1	3210			SL up	1166
AR2	3941	BR2	3998	CR2	4175			SL down	1625
AR3	3452	BR3	3654	CR3	3983				
		BR4	3826						

Size ML

	A	B	C	D	K
1	6355	6283	6356	6480	7246
2	6303	6229	6325	6446	6962
3	6288	6215	6314	6429	6848
4	6318	6250	6329	6438	6674
5	6297	6231	6340	6444	6550
6	6248	6183	6288	6386	6589
7	6241	6179	6284	6374	6599
8	6281	6225	6331	6409	6598
9	6264	6205	6301	6320	6645
10	6203	6147	6233	6266	6663
11	6197	6147	6223		6648
12	6165	6127	6203		
13	6133	6117	6224		
14	5844	5860	5970		
15	5756	5791	5872		

Bridle check ▲
Single line lengths ▶

A		B		C		D		K	
a1	927	b1	917	c1	919	d1	953	k1	1836
a2	875	b2	863	c2	889	d2	920	k2	1552
a3	888	b3	875	c3	897	d3	931	k3	1438
a4	917	b4	910	c4	913	d4	940	k4	1608
a5	904	b5	893	c5	901	d5	1027	k5	1483
a6	856	b6	845	c6	850	d6	969	k6	1523
a7	832	b7	820	c7	825	d7	865	k7	801
a8	872	b8	866	c8	872	d8	901	k8	800
a9	1401	b9	1287	c9	1305	d9	1305	k9	901
a10	1341	b10	1228	c10	1237	d10	940	k10	920
a11	1335	b11	1229	c11	1227			k11	905
a12	1011	b12	991	c12	897				
a13	979	b13	981	c13	918				
a14	902	b14	779	c14	498				
a15	813	b15	710	c15	400				
1A1	1291	1B1	1174	1C1	2095	1D1	2185	2K1	2452
1A2	1263	1B2	1148	1C2	2075	1D2	2156	2K2	2108
1A3	1228	1B3	1118	1C3	1039	1D3	1017	1K1	767
1A4	1246	1B4	1139	1C4	1059	1D4	1109	1K2	712
1A5	1220	1B5	1035	1C5	765			2K3	2073
1A6	1511	1B6	1252	1C6	1076				
1A7	895	1B7	1034	1C7	1425				
AR1	4138	BR1	4192	CR1	3342			SL up	1333
AR2	4164	BR2	4220	CR2	4399			SL down	1625
AR3	3643	BR3	3884	CR3	4231				
		BR4	4047						

Size L

	A	B	C	D	K
1	6681	6605	6681	6812	7637
2	6628	6550	6651	6777	7341
3	6613	6536	6639	6760	7221
4	6644	6573	6656	6770	7040
5	6623	6554	6668	6777	6910
6	6573	6504	6615	6717	6952
7	6566	6501	6610	6705	6963
8	6608	6550	6660	6742	6962
9	6590	6529	6630	6660	7012
10	6527	6468	6559	6603	7032
11	6521	6469	6548		7016
12	6487	6447	6528		
13	6453	6437	6550		
14	6150	6168	6282		
15	6058	6095	6179		

Bridle check ▲
Single line lengths ▶

A		B		C		D		K	
a1	971	b1	960	c1	962	d1	998	k1	1923
a2	917	b2	905	c2	932	d2	964	k2	1626
a3	930	b3	916	c3	940	d3	975	k3	1507
a4	961	b4	953	c4	956	d4	985	k4	1684
a5	948	b5	936	c5	944	d5	1076	k5	1554
a6	897	b6	886	c6	891	d6	1016	k6	1596
a7	871	b7	859	c7	864	d7	906	k7	838
a8	913	b8	908	c8	914	d8	944	k8	838
a9	1468	b9	1348	c9	1367	d9	1378	k9	944
a10	1405	b10	1287	c10	1296	d10	995	k10	964
a11	1398	b11	1287	c11	1286			k11	948
a12	1060	b12	1038	c12	939				
a13	1025	b13	1028	c13	962				
a14	945	b14	816	c14	522				
a15	852	b15	744	c15	419				
1A1	1352	1B1	1229	1C1	2218	1D1	2312	2K1	2567
1A2	1324	1B2	1204	1C2	2199	1D2	2284	2K2	2209
1A3	1286	1B3	1171	1C3	1088	1D3	1065	1K1	803
1A4	1306	1B4	1194	1C4	1110	1D4	1163	1K2	747
1A5	1278	1B5	1084	1C5	801			2K3	2174
1A6	1583	1B6	1312	1C6	1127				
1A7	938	1B7	1083	1C7	1493				
AR1	4359	BR1	4416	CR1	3501			SL up	1522
AR2	4389	BR2	4448	CR2	4636			SL down	1625
AR3	3844	BR3	4097	CR3	4461				
		BR4	4268						

BRUCE GOLDSMITH DESIGN

Service Record

Service No 1

Date

No of flights

Type of service

Stamp / signature

Service No 2

Date

No of flights

Type of service

Stamp / signature

Service No 3

Date

No of flights

Type of service

Stamp / signature

Service No 4

Date

No of flights

Type of service

Stamp / signature

Service No 5

Date

No of flights

Type of service

Stamp / signature

Service No 6

Date

No of flights

Type of service

Stamp / signature

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Owner Record

Pilot No 1

First name	
Last name	
Address Line 1	
Address Line 2	
Postcode	
Country	
Phone	
Email	

BRUCE GOLDSMITH DESIGN

Owner Record

Pilot No 2

First name	
Last name	
Address line 1	
Address line 1	
Postcode	
Country	
Phone	
Email	

Closing Words

Your paraglider is an advanced, stable glider that promises many hours of safe and enjoyable flying, provided you treat it with care and always respect the potential dangers of aviation.

Please always remember that flying can be dangerous and your safety depends on you. With careful treatment your wing should last for many years. It has been tested to current international airworthiness standards, and these represent the current knowledge concerning the safety of a paraglider. However, there are still many unknowns, for example the effective lifespan of the current generation of gliders and how much material material ageing is acceptable without affecting the airworthiness. There are natural forces that can seriously threaten your safety, regardless of the quality of construction or the condition of your glider. Your security is ultimately your responsibility. We strongly recommend that you fly carefully, adapt to the weather conditions and keep your safety in mind.

Flying in a club or a school with experienced pilots is highly recommended.

We recommend that you fly with a standard harness with back protection and a reserve parachute. Always use good equipment and an approved helmet.

See you in the sky!

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