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LINK PILOT Owner's Manual

Tandem Pilot Harness

EN1651 | LTF 91/09 | CRITT

Welcome to Bruce Goldsmith Design

Thank you for choosing a BGD product. We love flying and our goal is to make paragliding equipment that others will enjoy as much as we do. We build products with personality, exceptional equipment with the refined handling and innovative qualities that Bruce Goldsmith Design are renowned for.

Introduction

The LINK PILOT is a lightweight and comfortable split-leg harness for tandem pilots. It provides an elevated seating position behind the passenger. The inbuilt reserve container has a 210cm webbing bridle, and the reserve handle can be positioned on either the right or left side. There are interchangeable and removable underseat protectors – an airbag and a foam version – which attach to the base of the harness using Velcro straps. The protectors are very quick and easy to attach and remove. The harness is only certified with one of the certified protectors in place.

The LINK PILOT is a tandem harness for non-motorised paragliding. It should not be used for skydiving, Base jumping etc. It is suitable for towing if a certified tandem towing release is used. There are no separate attachment points to mount a towing release. Before mounting a towing release, please check the towing release manual.

Safety

Please read this manual before using the harness. Paragliding is a potentially dangerous sport that can cause serious injury and even death. The use of BGD equipment is undertaken with the full knowledge that paragliding involves risks. Inappropriate use of your equipment will increase these risks. The pilot takes exclusive responsibility for all risks

associated with the use of this equipment.

Any kind of physical modification to the harness can seriously reduce the performance of the protector and the safety of the harness, and will invalidate the certification.

Emergency situations

Following a water or strong-wind landing, the pilot and passenger should disconnect as quickly as possible from their harnesses. If necessary, leg straps can be loosened before landing. The chest and leg buckles should be opened on landing. We recommend carrying a webbing cutter for fast extraction in emergency situations.

Following a tree landing, the pilot and passenger should secure themselves to the tree and wait for help.

There will be circumstances when these are not the most appropriate procedures. The pilot should always assess the situation and decide on the most appropriate action to safeguard themselves and their passenger.

Certification

The harness complies with **EN1651** and **LTF 91/09** when used in combination with either of the dedicated protectors. Conformity standards were carried out by Air Turquoise SA, Rte du Pre-au-Comte 8, CH-1844 Villeneuve

EU regulation 2016/425 and CRITT SPORT LOISIRS SP-002 12/2016 protocol

The mousse protector is CRITT certified by ALIENOR CERTIFICATION n ° 2754 ZA du Sanital 21 rue Albert Einstein 86100 CHATELLERAULT France.

The certificate can be downloaded from our website:

<https://www.flybgd.com/en/paragliders/link--harness-4242-1623-0.html>

LINK PILOT diagram



Specifications

Size	unique
Maximum clip-in weight (kg)	120
Pilot height (cm)	160-195
Harness weight without protector (kg)	1.8
Hangpoint height (cm)	37
Mousse Protector weight (g)	890
Airbag protector weight (g)	390
Maximum reserve volume (cm ³)	8600
Certification without protector	EN1651
Certification with protector	EN1651 & LTF91/09

Protectors

The LINK PILOT harness complies with EN1651 and LTF 91/09 when used in combination with either of the dedicated protectors offered, the mousse protector or the airbag. The mousse protector is CRITT certified. Please note, incorrect use of, or modifications to, the protector will render this certification void.

The protectors can be easily fitted to the harness using the 6 Velcro connection points, marked with ● in the pictures below, and mounting rings ●. There are two sets of mounting rings. The lower pair should be used to mount the mousse protector, and the upper rings are for the airbag protector. There should be a small gap between the mousse protector and the harness to avoid restricting leg mobility, but the airbag should be attached as closely as possible to the base of the harness.

MOUSSE PROTECTOR



AIRBAG PROTECTOR



Fitting the protectors



The protectors attach via 6 Velcro straps. The airbag, pictured, clips onto the upper of the two mounting rings on each side; the mousse protector uses the lower rings.

In principle, both the airbag and mousse protectors work in the same way: during a seatboard landing, the air in the protector is compressed and deflated via the seams to the outside. The resulting deceleration distributes the impact energy over a longer period, thus reducing the forces on the spine.

Before flight

Before flight, the pilot should ensure the protector is correctly positioned in the harness.

The foam protector is compressed when the protector is packed, and needs to be allowed to fully regain its volume before launch. In cold temperatures, or if it has not been used for some time, it may fill more slowly.

The airbag is designed to partially inflate before launch. The pilot should ensure the air intake is clear and the check valve working.

Limitations

Protectors should not be used in temperatures greater than 40°C or below -20°C.

No back protector can guarantee to prevent back injuries. For this reason, the protector should not be used for unnecessary seatboard landings. Every time the protector is used for a seatboard landing the protector will become less efficient, even if no damage is visible.

Please note that only the parts of the body covered by the protection are protected against shocks. The LINK PILOT's protectors are detachable. Protection is assured only when the protector is present.

Protector maintenance and lifetime

Protectors can be cleaned using water and a soft brush. Do not use chemical cleaners, as these can damage them.

Following a hard landing, or if the outer shell of the protector shows any visible signs of damage, it should be repaired or exchanged by the manufacturer or by an authorised dealer or workshop.

The lifetime of the protector is five years. It should be replaced after this time.

Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.

Reserve

Fitting the Reserve

Before using any harness and reserve together for the first time, it is essential that a compatibility check is carried out by a qualified person. The compatibility must be confirmed in the parachute repack log book.

The reserve handle can be fitted on either the right or the left side of the LINK PILOT harness. The photo sequence on the following pages shows how to install the reserve in the harness.

It is important to perform a test throw after every installation of a rescue system in a harness. It should be easy to extract the reserve from the container with an opening force of between 2daN and 7daN.

Throwing the reserve

The rescue system is activated by pulling the release handle outwards. It will be more difficult to extract the parachute if pulling from other directions. The pull will snap the light thread (see image 11), extract the yellow cable from the loop, and release the deployment bag of the rescue system attached to the handle. Throw the handle and deployment bag powerfully into open air. Depending on the emergency situation, the best throwing direction may vary for a quick opening of the rescue system.



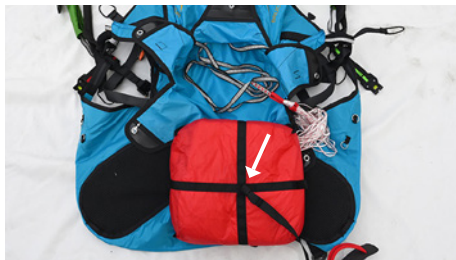
1. Connect the rescue bridles to the spreader bar with a karabiner, quick link or soft link (>2400 daN). Secure to prevent slipping (eg. with a neoprene sleeve).



2. Run the rescue bridles through the channels in the harness, one on each side.



3. Loop in the release handle on the deployment bag and centre it.



4. Place the excess bridle in S-loops in the container. The loop-in point on the deployment bag should be facing outwards (white arrow).



5. Place the deployment bag in the compartment. Pass the loop through the hole in the first flap, using a piece of cord as a packing aid to hold it in place.



6. Close the second flap, and hold in place with the packing cord.



7. Ensure the handle is free and laid to the desired side before closing the next flaps in the sequence shown in image 5.



8. Locate the yellow cable of the release handle in the cable guides (arrows), then remove the packing-aid cord.



9. Close the top flap and tuck it into the pocket on the flap below (arrow). The correct location of the yellow cable through the reserve loop can be checked through the clear plastic window. Position the handle on the Velcro patches.



10. Tuck the end of the handle in the neoprene pocket. The handle should be secured using a light thread with 2daN strength, eg ordinary sewing thread. This thread should break *easily* when the handle is pulled intentionally.



11. Blank patches are provided to cover the unused Velcro on the opposite side to the handle.

Use

Harness Adjustments

To put the harness on, open the leg and chest straps. Place the shoulder straps over the shoulders and close the two leg loops. Close the chest strap last. This will secure the integrated Safe-T-System.

The shoulder, chest, lateral and leg straps are all adjustable. We recommend using a static swing to ensure the harness is optimally adjusted for comfort before flight. The clasps of the leg straps have a security system to prevent unintentional opening. To open them, the button must be pressed and the counterpart tilted and threaded out.

Chest strap

The chest strap has a Safe-T-System. The length can be adjusted by the adjustment buckle.

Shoulder straps

Adjust the shoulder straps so you are comfortable in both flying and standing positions. The straps may seem loose while in the seated position but some slack is required to avoid excessive strap pressure in the standing position. Ensure the two sides are adjusted evenly.

Lateral straps

The lateral straps adjust the tilt of the seating position. Ensure that the two sides are adjusted evenly.

Leg straps

The leg straps should be fastened tightly, but should not restrict movement of the legs during take-off and landing.

Attaching the harness to the spreaders

The harness could be connected via karabiners to the tandem spreader bar; the passenger harness, paraglider and rescue system are also attached to the spreader bar.

Pre-flight checks

It is the pilot's responsibility to assure the safety of themselves and their passenger. This means checking the glider, spreader bars and both pilot and passenger harnesses are in good condition and correctly connected before flight.

Before flight the following points should be checked:

- All straps are undamaged
- The protectors are undamaged and in the correct position
- The foam protector is fully inflated, or the air intakes and check valve are functional on the airbag protector
- The rescue container and release handle are properly closed and mounted
- All harness buckles are properly closed and adjusted

Maintenance / Inspection

Maintenance

The LINK PILOT harness is designed to take high loads and stress. Proper maintenance will maximise the lifetime of the product. The harness should be periodically inspected for signs of wear, and damaged components should be repaired or replaced by the manufacturer or an authorised workshop. Only original parts should be used.

- Keep the harness clean of dirt, oils and corrosive substances.
- Take care that no dirt gets into the mechanics of the buckles and that all moving parts of the buckles are moving freely. If necessary, the buckles can be lightly oiled.
- Avoid excessive exposure to UV, heat and humidity.
- Always pack the harness dry.
- Always store in a cool, dry environment.
- Never drag the harness across the ground.
- If the harness is dirty, clean it only with water and a brush. Chemical cleaners can damage fabric and webbing.
- Avoid high temperatures (for example inside a closed car in summer).
- Avoid unnecessary long exposure to sunlight, as ultraviolet radiation destroys the molecular structure of the material.

- Avoid contact with salt water or acid liquids.
- If the harness is not used for a long time, the protector should not be stored compressed.

Inspection

For safety, routine inspections of all of your equipment is vitally important. Bruce Goldsmith Design recommends a service interval of 24 months in addition to the usual pre-flight checks.

The karabiners must be replaced according to the karabiner manufacturer's instructions, and at least every 5 years. The karabiners should never be used for anything other than paragliding (eg. climbing, towing, etc).

On inspection, visually check the stitching, webbing and all structurally important areas. Pay particular attention to the webbing around the hangpoint area under the karabiner, as this is where abrasion is most likely.

For the protector, pay particular attention to all of the stitching, the outer material, and the thickness (for the foam protector). The foam protector should not remain squashed or deformed.

If you find any damage or if you are in any doubt make sure the harness is checked by a professional.

Any damaged parts should be repaired or replaced. Spare parts (protectors, karabiners, release handle and reserve Y-bridle) can be ordered from your BGD dealer.

Recycling

We all have a responsibility to look after the environment and protect the places in which we fly. When the harness comes to the end of its useful life, remove all the metal parts and dispose of the rest in an appropriate recycling facility.

Warranty

The company Bruce Goldsmith Design GmbH, referred to as BGD, takes the greatest care in design and production of its products and proudly offers 2 years or 200 hours warranty from the date of purchase against manufacturing defects.

You are required to complete the warranty form on the website within 14 days of purchase. Only a fully completed warranty form will be accepted to validate the warranty.

In order to settle a warranty claim, BGD must be notified in writing immediately after discovery of a defect, and the affected product must be sent to BGD for inspection. BGD will then decide how a possible fault should be rectified, either through repair, replacement of parts or replacement of the product. Solely BGD or an agreed service centre should undertake repair or replacement of damaged parts. If unapproved third parties undertake repair work, there will be no entitlement to compensation under this warranty. The owner is not entitled to replacement equipment during the warranty claim.

Some degradation of materials due to wear and tear is to be considered normal and will be excluded from claims. Damage due to careless or incorrect use of the product including accidents, inadequate maintenance, unsuitable storage, damage by solvents, fuel, chemicals, sand or seawater, overloading, exposure to extreme temperatures, or prolonged sun exposure and colour fading are also excluded.

The warranty exists solely between the original owner of the equipment and BGD. The warranty obligations only apply to private sport and leisure-time activities, not for use for commercial purposes. If you are unsure about any information contained in this manual, please contact your BGD dealer.

Bruce Goldsmith and team.

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