

MANUAL

base
Lite



Version 2.5 April 2018

BGD
BRUCE GOLDSMITH DESIGN



Contents

Welcome	3
1. Introduction	4
2. Preparation	5
3. Pre-flight Inspection	6
4. Flight Characteristics	7
5. Recovery Techniques	14
6. Storage and Servicing	17
7. Technical Data	19
8. Service Booklet	29
9. Closing Words	33



BASE LITE Owner's Manual

PARAGLIDER EN / LTF B

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 BGD BASE LITE

The BASE LITE is a paraglider, designed to a high standard of safety and stability, but it will only retain these characteristics if it is properly looked after. Please read this manual carefully from the first to the last chapter to ensure you get the best out of your BASE LITE.

This manual has been prepared to give you information and advice about your paraglider. If you ever need any replacement parts or further information, please do not hesitate to contact your nearest BGD dealer or contact BGD directly.

1 Introduction

The BASE LITE is an entry-level paraglider suitable for intermediate pilots offering a high level of passive safety combined with speed and good performance which make this a wing a real pleasure to fly.

The use of this glider is limited to non-aerobatic manoeuvres.

This paraglider must not:

- Be flown with more than the maximum certified total load
- Have its trim speed adjusted by changing the length of risers or lines
- Be flown in rain or snow
- Be towed with a tow line tension in excess of 200 kg.

It is your dealer's responsibility to test fly the paraglider before you receive it. The test flight record is on page 29 of this manual. Please be sure that it has been completed by your dealer, to prove that the test flight has been done. Failure to test fly a new paraglider may invalidate any warranty.

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

2 Preparation

1. 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.
2. If your paraglider has been correctly packed, you should take it to the top of the take-off area, and allow the rolled 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 end of the take-off area, and the harness at the trailing edge at the upwind side.
3. Unroll the canopy to each side so that the leading edge openings form a semicircular shape, with the trailing edge drawn together as the centre of the arch. The harness should be drawn away from the canopy until the suspension lines are just tight.

3 Pre-flight Inspection

The BASE LITE is designed to be as simple as possible to inspect and maintain but a thorough pre-flight procedure is mandatory on all aircraft. The following pre-flight inspection procedure should be carried out before each flight.

1. Whilst opening out the paraglider, check the outside of the canopy for any tears where your paraglider may have been caught on a sharp object or even have been damaged whilst in its bag.
2. Check that the lines are not twisted or knotted. Divide the suspension lines into six 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. It is particularly important that the brakes are clear and free to move. Check the knot which attaches the brake handles to the brake lines. Several knots should be used here or the loose ends may get entangled in the brake pulleys. Both brakes should be the same length and this can be checked by asking an assistant to hold the upper end of the brake lines together while the pilot holds the brake handles. The brake lines should be just slack with the wing inflated when the brakes are not applied. After checking the brake lines lay them on the ground.
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 six shackles which attach the risers to the lines, are tightly done up.
5. Before the pilot attaches himself to the harness he should be wearing a good crash helmet, and boots which provide ankle support. Put on the harness ensuring all the buckles are secure and properly adjusted for comfort.

Your paraglider is now ready for flight.

4 Flight Characteristics

This manual is not intended as an instruction book on how to fly the BASE LITE. You should be a qualified pilot or under suitable supervision, but the following comments describe how to get the best from your BASE LITE.

Weight range

Each size of the BASE LITE 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 with you in flight.

We recommend to fly the BASE LITE in the middle of the weight range.

If you fly the BASE LITE in the lower half of the weight range, the turning agility decreases and the glider will be more damped. In strong turbulence the wing tends to deform and to collapse slightly more than with a higher wing loading. If you mainly fly in weak conditions you should consider flying the BASE LITE towards the lower end of the weight range.

If you fly the BASE LITE in the upper half of the weight range, the agility and the stability in turbulence will increase. Also the speed will increase slightly. The self damping will decrease in turns, as well as after collapses, so if you fly in bumpy conditions and you want a dynamic flight characteristic you should go for the top of the weight range.

Active Piloting

Even though the BASE LITE is designed as an easy glider, 'active piloting' is a tool that will help you fly with greater safety and enjoyment. Active piloting is flying in empathy with your paraglider. This means not only guiding the glider through the air but also being aware of feedback from the wing, especially in thermals and turbulence. If the air is smooth the feedback can be minimal but in turbulence feedback is continuous and needs to be constantly assessed

by the pilot through the brakes and the harness. Such reactions are instinctive in good pilots. Maintaining contact with the glider through pressure on the brakes is essential and allows the pilot to feel the loss of internal pressure, which often precedes a collapse. The BASE LITE is highly resistant to collapse without any pilot action at all, but learning how to fly actively will increase this safety margin even further.

Harness

The BASE LITE is tested with a 'GH' (without diagonal bracing) type harness. The GH category includes weight shift harnesses as well as ABS style (semi stable) harnesses.

Approved harness dimensions

This glider has been tested with a harness that complies with the EN standard harness dimensions. These are laid out in section 3.5.6 and are:

Seatboard width: 42cm; The horizontal distance between the attachment points of the paraglider risers (measured from the centreline of the karabiners) must be:

- Up to 50kg = 38cm
- 50-80kg = 42cm
- 80kg or more = 46cm

Take-off

The BASE LITE is easy to inflate in light or stronger winds and will quickly rise overhead to the flying position. The best inflation technique is to hold one A-riser in each hand. The 'big-ear' risers could be also held for the best inflation.

Forward launch

Inflation is best done by taking the A-risers one in each hand. The A-risers are marked with red cloth to make them

easier to find. In nil or very light wind, stand with all the A-lines taut behind you, then take one or two steps back (do not walk all the way back to the canopy) 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 pull all the risers evenly through the harness. Maintaining gentle pressure on the A-risers always 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 10 km/h it is probably better to do a reverse launch and inflate the canopy whilst facing it using the A-risers, without the 'Baby-A risers' to prevent the glider from inflating the wingtips first.

The BASE LITE has little tendency to overshoot but releasing pressure on the A-risers when the canopy is at about 45° will help to avoid overshooting. The stronger the wind and the greater the pressure on the A-risers, the more quickly the canopy will rise.

Turning

The BASE LITE 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 BASE LITE flies very well like this, but care must be taken not to over-apply the brakes as a spin could result, although the BASE LITE has a very low spin tendency. The BASE LITE will turn far more efficiently if the pilot weight-shifts into the turn. Remember that violent brake application is dangerous and should always be avoided.

If for some reason the brake lines cannot be used, then the glider can be controlled using the back risers.

Straight Flight

The BASE LITE will fly smoothly in a straight line without any input from the pilot. With a pilot weight of 70 kg on the medium size without the accelerator the flying speed will be approximately 39 km/h.

Thermalling

To attain the best climb rate the BASE LITE should be thermalled using a mild turn, as described above, keeping the wing's 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 however very 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 (100m).

Wing Tip Area Reduction (Big Ears)

The 'baby A-riser' allows the BASE LITE to be 'big-eared' simply and easily. The big-ear facility does not allow you to fly in stronger winds, but it which allows you to descend quickly without substantially reducing the forward speed of the canopy (as is the case with B-lining). To engage big ears the pilot will need to lean forward in the harness and grasp the big-ears risers (one in each hand) at the maillons, keeping hold of both brake handles if possible. Pull the risers out and down at least 30 cm 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 it could cause the leading edge to collapse. Steering is possible by weight-shifting with big ears in. If the big ears do not come out quickly on their own, a pump on the brakes will speed things up.

Before using the big-ears facility in earnest it is essential to practise beforehand 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, the pilot takes hold of the tops of the B-risers, one in each hand, and pulls them down by around 50 cm. This will stall the canopy and forward speed will drop to zero. Make sure you have plenty of ground clearance because the descent rate can be over 10 m/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-riser fairly quickly, as doing so slowly 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. This manoeuvre is useful when you need to lose a lot of height quickly, perhaps when escaping from a thunderstorm. It should not be performed with less than 100 m of ground clearance (see also Chapter 5).

Spiral Dive

A normal turn can be converted into a strong spiral dive by continuing to apply one brake. The bank angle and speed of the turn will increase as the downward spiral is continued. Be careful to enter the spiral gradually as too quick a brake application can cause a spin or cause you to enter an over-the-nose spiral.

BGD gliders are designed and tested to recover from normal spirals with a descent rate inferior to 16 m/s, automatically without pilot input. If the pilot increases the descent rate of the spiral to over 16 m/s or initiates what is known as an over-the-nose spiral, the glider may require pilot input to recover. In this case all the pilot needs to do is to apply some outside brake and steer the glider out of the turn.

The over-the-nose spiral is an extreme type of spiral dive where the glider points almost directly at the ground. You can enter it by making a sudden brake application during the spiral entry so that the glider yaws around and the nose ends up pointing at the ground. At this point the glider picks up speed very quickly. This technique is very similar to

SAT entry technique, and like the SAT it is an aerobatic manoeuvre, which is outside the normal safe flight envelope.

Please do not practise these manoeuvres as they can be dangerous. Care should be taken when exiting from any spiral dive. To pull out of a steep spiral dive release the applied brake gradually, 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 potential dive with the brakes. Also be ready to encounter turbulence when you exit from a spiral because you may fly through your own wake turbulence, which can cause a collapse.

CAUTION: SPIRAL DIVES CAN CAUSE LOSS OF ORIENTATION (black out) AND SOME TIME IS NEEDED TO EXIT THIS MANOEUVRE. THIS MANOEUVRE MUST BE EXITED IN TIME AND WITH SUFFICIENT HEIGHT!

Speed System

The BASE LITE is sold with accelerator risers and a speed stirrup as standard but can be flown without the speed stirrup attached. Launching and general flying is normally done without using the accelerator. The accelerator bar should be used when higher speed is important. A 70 kg pilot on the BASE LITE medium size should be able to reach a speed of 55 km/h using the accelerator system. Glide angle is not as good in this format, so it is not necessarily the best way to race in thermic conditions and the canopy is slightly more susceptible to deflations. Using the stirrup can require some effort and the pilot's balance in the harness can be affected. It may be necessary to make some adjustments to the harness. We recommend you only fly in conditions where you can penetrate with the risers level so that you have the extra airspeed should you need it.

To fly at maximum speed the stirrup should be applied gradually until the upper pulley on the A riser butts against the pulley at the riser base.

The accelerator system is designed to give maximum speed when the pulleys of the accelerator touch each other. Please 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.

IMPORTANT:

- Do practise using the speed system in normal flying.
- Be careful flying fast in rough or turbulent conditions as deflations are more likely to occur at speed. The speed increase is achieved by reducing the angle of attack, so the canopy has slightly more collapse tendency.
- Remember that your glide deteriorates at higher speeds. Best glides are achieved when the risers are level and the brakes are off.

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

Landing

Landing the BASE LITE is very straightforward. Flare in the normal way from an altitude of around 2 m when landing in light winds. 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 BASE LITE tends to convert this to height. This can be a real problem. The best method is to take hold of the C-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. The glider can also be steered using the rear-risers but be careful not to cause a premature stall.

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 using this method.

5 Recovery Techniques

Stalls

Stalls are dangerous and should not be practised in the course of normal flying. Stalls are caused through 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. If you do release the brakes quickly you should brake the canopy strongly during the surge forward, to stop the dive. All pilots who fly the BASE LITE 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)

The BASE LITE 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. The most common way to enter deep stall is from flying too slowly, from a B-line stall or even from big ears. 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.

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 change 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 again fairly quickly, as if to do a strong stall, then immediately release both brakes and damp out the surge forward 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. The BASE LITE will resist spinning, but if a spin is inadvertently induced the pilot should release the brake pressure but always be ready to damp out any dive as the glider exits the spin. If the pilot does not damp the dive on exiting the spin the glider may have 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 accidentally. A pilot can reproduce the effect by taking hold of both the A-risers and pulling down sharply on them. The BASE LITE will automatically recover on its own from this situation in around 3 seconds. During this recovery period it is advisable not to apply the brakes as this could stall the wing.

Asymmetric Front Collapse

The BASE LITE is very resistant to deflations; however if the canopy collapses on one side due to turbulence, the pilot should first of all control the direction of flight by countering on the opposite brake. Most normal 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 wing using a long, strong, smooth and firm action. Normally one or two pumps of around 80 cm 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)

On the BASE LITE it should be very difficult to trap the tip so that it will not come out quickly. However, following a very severe deflation any canopy could become tied up in its own lines. If this occurs then first of all use the standard method of recovery from a tip deflation as described in Asymmetric Front Collapse above. If the canopy will still 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 BASE LITE well beyond the normal flight envelope, but 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 paragliders are dangerous manoeuvres and are not recommended.

6 Storage and Servicing

Storage & Care

If you have to pack away your canopy 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 to 13 degrees centigrade.

Never let your canopy freeze, particularly if it is damp.

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

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.

Servicing / Inspection

It is important to have your glider regularly serviced. Your BGD BASE LITE 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. The checking must be proven by a stamp on the certification sticker on the glider as well in the service book.

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 paraglider lines and repairs which we have produced and fitted or repaired ourselves.

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.

7 Technical Data

Materials

BGD's BASE LITE is made from the following quality materials:

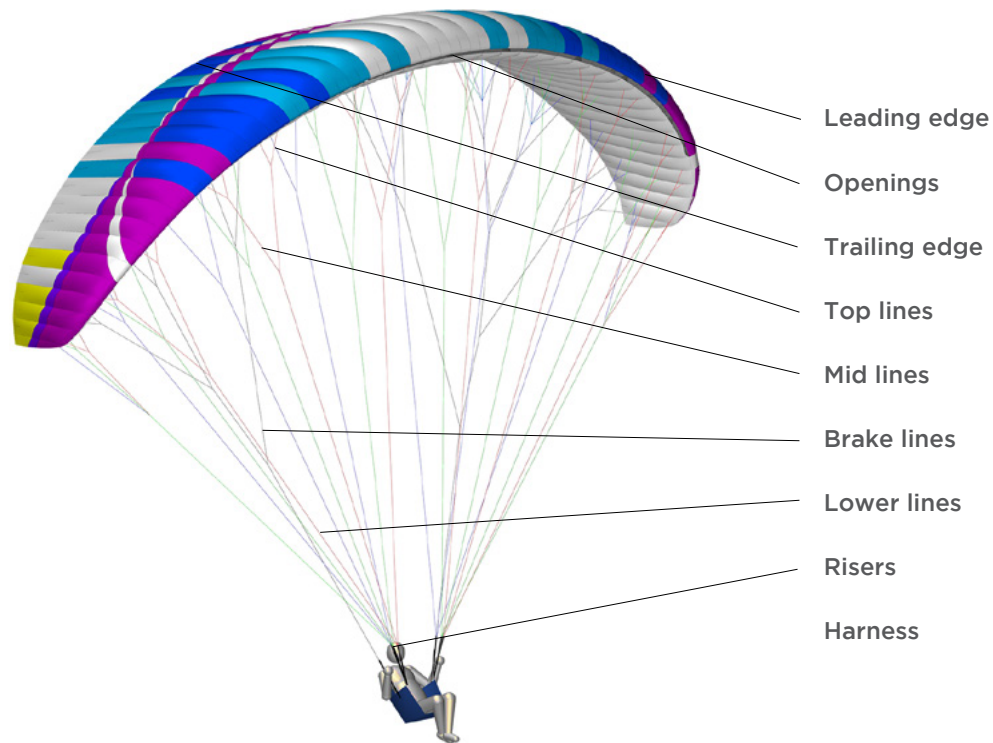
Top sail:	Dominico D20 34g/m ²
Lower surface:	Porcher Skytex 27g/m ²
Internal structure:	Porcher Skytex HARD 32-27g/m ²
Nose reinforcement:	Plastic wire 2.3mm and 2.7 mm
Risers:	12 mm black Kevlar/nylon webbing
Accelerator pulleys:	Harken PA18
Brake pulleys:	P-18 Harken pulleys
Gallery lines:	Liros DC60
Main lines:	Edelrid 8000U-130,90,70
Lower lines	Liros PPSL 200,160,120
Brake lines:	Liros DSL70

Spare parts can be obtained directly from BGD or through our network of registered BGD repair shops, a list of which can be found at www.flybgd.com.

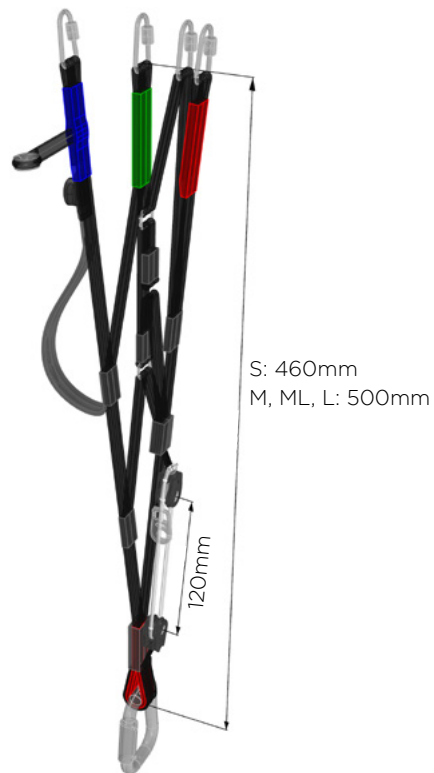
Specifications

	S	M	ML	
Linear scaling factor	0.95	1	1.025	
Projected area	18.72	20.74	21.79	m ²
Flat area	22.56	25.00	26.27	m ²
Glider weight	4.1	4.4	4.6	kg
Total line length	221	245	257	m
Height	7.10	7.24	7.40	m
Number of main lines	3/4/3	3/4/3	3/4/3	A/B/C
Cells	80/46/90	80/46/90	80/46/90	
Flat aspect ratio	5.68	5.68	5.68	
Projected aspect ratio	4.09	4.09	4.09	
Root chord	2.48	2.61	2.68	m
Flat span	11.24	11.83	12.13	m
Projected span	8.71	9.17	9.40	m
In-flight weight range	60-80	75-95	85-105	kg
Trim speed	39	39	39	km/h
Top speed	58	58	58	km/h
Min sink	1.0	1.0	1.0	m/s
Best glide	10.5	10.5	10.5	
Brake range max weight (cm)	> 55	> 60	> 65	
Certification	EN+LTF:B	EN+LTF:B	EN+LTF:B	

Overview of glider parts

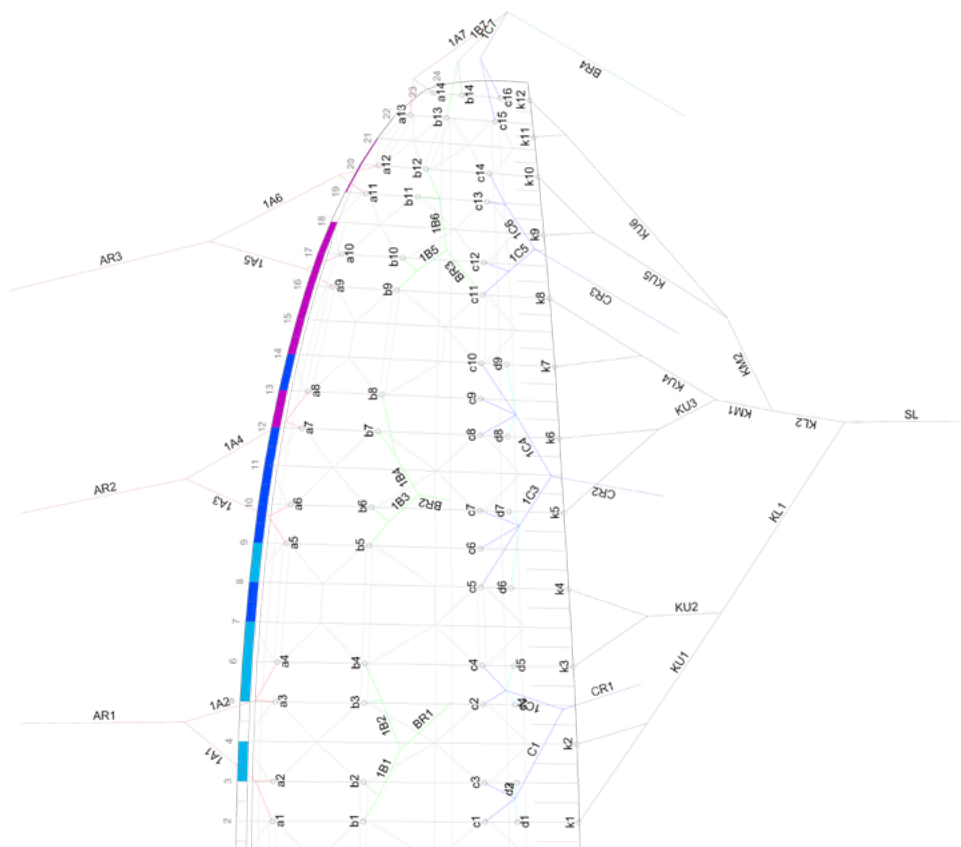


Risers



The risers have no trimmer, and no other adjustable or removable or variable device

Line layout



Line length checks

Size S

Size M

Size ML

	A	B	C	D	K	A	B	C	D	K	A	B	C	D	K
1	6443	6358	6524	6600	7289	6790	6715	6915	6985	7585	6992	6901	7080	7162	7900
2	6379	6309	6448	6532	7066	6720	6665	6840	6910	7355	6923	6849	6998	7089	7669
3	6359	6290	6428	6504	6918	6705	6645	6820	6895	7210	6904	6830	6980	7072	7520
4	6396	6310	6472	6555	6843	6740	6665	6865	6935	7170	6945	6852	7028	7107	7452
5	6319	6274	6449	6538	6702	6680	6635	6855	6920	7050	6864	6816	7004	7078	7304
6	6256	6212	6341	6400	6505	6615	6570	6730	6795	6870	6796	6750	6887	6988	7096
7	6210	6170	6351	6345	6413	6565	6525	6730	6740	6775	6747	6706	6913	6933	7001
8	6238	6201	6290	6381	6450	6595	6555	6670	6775	6795	6778	6740	6863	6938	7042
9	6059	6064	6252		6389	6425	6405	6645		6700	6586	6585	6808		6959
10	6001	6002	6322		6390	6360	6345	6725		6670	6523	6518	6885		6947
11	5902	5916	6154		6390	6265	6265	6510		6640	6392	6417	6689		6937
12	5882	5919	6088		6412	6235	6260	6435		6660	6371	6414	6617		6953
13	5586	5601	6019			5920	5930	6355			6098	6115	6542		
14	5511	5537	6017			5840	5860	6350			6017	6046	6541		
			5705					6030					6226		
			5630					5950					6146		

Individual Line Lengths

Rib	A			B			C			D	Brake					
2	a1			b1			c1			d1	K1	KU1				
3	a2	1A1	AR1	b2	1B1	BR1	c2	1C1	CR1	d2						
4											k2		KL1			
5	a3			b3			c3			d3						
6	a4	1A2		b4	1B2		c4	1C2		d4	k3	KU2				
8							c5			d5	k4					
9	a5			b5			c6	1C3								
10	a6	1A3	AR2	b6	1B3	BR2	c7		CR2	d6	k5	KU3				
12	a7			b7			c8			d7	k6		KM1			SL up
13	a8	1A4		b8	1B4		c9	1C4								SL down
14							c10			d8	k7	KU4				
16	a9			b9			c11				k8			KL2		
17	a10	1A5	AR3	b10	1B5	BR3	c12	1C5	CR3							
18																
19	a11			b11			c13				k9	KU5				
20	a12	1A6		b12	1B6		c14	1C6			k10		KM2			
21.5											k11					
22	a13			b13			c15									
23	a14	1A7		b14	1B7	BR4	c16	1C7			k12	KU6				

Individual Line Lengths

Size S

Rib	A-lines			B-lines			C-lines			D-lines	Brakes			
2	416			663			502			578	1116	1250		
3	352	1268	4769	614	1562	4143	426	1052	4980	510				
4											893		2285	
5	368			628			445			521				
6	405	1232		648	1529		489	1013		572	949	1046		
8							629			718	874			
9	404			401			521	2272						
10	341	1221	4704	339	1187	4696	531		3558	580	1000	880		
12	350			346			542			597	803		1125	
13	378	1166		377	1138		504	2200						1013
14							574			633	800	791		1625
16	345			343			348				837			
17	287	1565	4159	281	1052	4679	282	913	4903					
18											598	586		
19	225			215			284				599		1508	
20	205	1528		212	1038		282	842			373			
21.5														
22	378			376			396							
23	303	1168		312	1185	4050	321	1269			395	812		

Individual Line Lengths

Size M

Rib	A-lines			B-lines			C-lines			D-lines	Brakes			
2	438			697			534			605	1177	1311		
3	371	1355	5009	646	1664	4368	453	1113	5283	532			2500	
4											948			
5	387			661			473			554				
6	426	1319		681	1632		521	1076		590	997	1114		
8							675			742	956			
9	426			422			551	1513						
10	359	1306	4952	357	1269	4960	552		4680	619	1051	926		
12	368			364			562			626	867		1363	
13	398	1249		396	1218		534	1446						
14							618			665	864	834		
16	364			361			366				884			
17	302	1668	4397	295	1127	4929	296	980	5172					
18														
19	237			226			298				654	644		
20	215	1638		223	1126		297	895			626		1688	
21.5											396			
22	399			395			416							
23	318	1258		327	1274	4275	336	1349			413	847		

Individual Line Lengths

Size ML

Rib	A-lines			B-lines			C-lines			D-lines	Brakes					
2	449			715			542			624	1207	1342				
3	380	1367	5176	663	1685	4501	460	1134	5404	551			2608			
4											976					
5	396			677			480	1096		562						
6	437	1332		699	1652		528			632	1020	1148				
8							679			788	952					
9	436			432			562	2461	3874							
10	368	1318	5110	366	1281	5103	588			628	1077	949	1392			
12	377			373			599			644	869					
13	408	1260		407	1230		544	2390								
14							621			684	866	856				
16	373			370			376		5327		907		1143			
17	310	1689	4524	303	1136	5084	304	986								
18																
19	242			232			306				651	642	1779			
20	221	1661		229	1136		305	909			640					
21.5											407					
22	408			406			427									
23	327	1261		337	1280	4414	347	1370			423	864				

8 Service booklet

Test Flight Record

Model

Size

Serial Number

Colour

Date of test flight

Company signature and stamp

Service Record

Service No 1:

Date :

Stamp - Signature :

No flights :

Type of service :

Service No 2:

Date :

Stamp - Signature :

No flights :

Type of service :

Service No 3:

Date :

Stamp - Signature :

No flights

Type of service :

Owner Record

Pilot No 1

First name

Family name

Street

City

Post code

Country

Telephone

Email:

Owner Record

Pilot No 2

First name

Family name

Street

City

Post code

Country

Telephone

Email:

9 Closing Words

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

Please always remember that flying can be dangerous and your safety depends on you. With careful treatment your BASE LITE should last for many years. The BASE LITE has been tested internationally under current airworthiness standards, and these represent the current knowledge concerning the safety of a glider. However, there are still some unknowns, for example the effective lifespan of the current generation of gliders and the acceptable aging of materials without affecting airworthiness. We are sure that there are natural forces that can threaten your safety seriously, 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 a back protection and a reserve parachute. Always use good equipment and an approved helmet.

See you in the sky!

BGD GmbH
Am Gewerbepark 11, 9413 St. Gertraud, Austria
Tel: +43 (0) 4352 20477
e-mail: sales@flybgd.com
www.flybgd.com