



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	20
8 - Service booklet	32
9 - Closing Words	36

CURE Owner's Manual

PARAGLIDER EN / LTF C

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 Cure

The Cure 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 Cure.

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 Cure is a high-performance paraglider suitable for skilled pilots, offering a high level of passive safety combined with high speed and great climbing performance making this wing perfect for demanding XC flights. The use of this glider is limited to non-aerobatic manoeuvres.

This paraglider must not:

1. Be flown outside the certified weight range
2. Have its trim speed adjusted by changing the length of risers or lines
3. Be flown in rain or snow
4. 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 of this is on the last page of this manual. Please be sure that this has been completed by your dealer, to verify that he has done this. Failure to test fly a new paraglider may invalidate any warranty.

In order to enjoy full benefits of the BGD warranty, you are required to complete the warranty form on the website. For further information about the BGD warranty, please refer to the corresponding page on our website.

Any modification, e.g. change of line lengths or changes to the speed system, can result in 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 takeoff 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 takeoff 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 takeoff 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 Cure 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. Starting from the harness and running towards the canopy, work along the lines and remove any tangles or twists. 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 to prevent the loose ends from getting 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 whilst you hold 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 all the shackles which attach the risers to the lines, are tightly done up
5. Before attaching yourself to the harness, you should be wearing a good crash helmet. 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 Cure. You should be a qualified pilot or under suitable supervision, but the following comments describe how to get the best from your Cure.

Weight range

Each size of the Cure is certified for a certain weight range. The weight refers to the 'overall takeoff weight'. This means the weight of the pilot, the glider, the harness and all other equipment carried with you in flight. We recommend pilots fly the Cure in the middle of the weight range. However, if you mainly fly in weak conditions you might consider flying the Cure on the lower side of the weight range, and if you fly in strong conditions and you want dynamic flight characteristics, you could err towards the top of the weight range.

Active Piloting

Even though the Cure is designed as an easy glider, 'active piloting' is a tool that will help you fly with greater safety and enjoyment. Active piloting means 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 checked 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 any loss of internal pressure, which often precedes a collapse. The Cure 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 Cure 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.

Takeoff

The Cure 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 also be held for the best inflation.

Forward launch

In light or nil winds, the forward launch technique is preferable. You should face into wind, with the glider laid out and the A lines taut behind you, then take one or two steps back towards the trailing edge of the canopy (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. When you are ready, 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 10 km/h it is preferable 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 Cure 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 Cure 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 Cure flies very well like this, but care must be taken not to over-apply the brakes as although the Cure has a very low spin tendency, doing this could result in a spin. The Cure will turn far more efficiently if the pilot weight-shifts into the turn in the harness. Remember that violent brake application is dangerous and should always be avoided.

In case of brake-line failure, the glider can also be steered using the rear risers, but be careful not to cause a premature stall.

Straight Flight

The Cure will fly smoothly in a straight line without any input from the pilot. With a pilot weight of 85 kg on the medium size without the accelerator the flying speed will be approximately 40 km/h.

Thermalling

To attain the best climb rate the Cure 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 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 Cure to be 'big eared' simply and easily. The big ear facility allows you to descend quickly without substantially reducing the forward speed of the canopy. (With B-lining, the forward speed of the canopy is substantially reduced). To engage big ears, 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 pulling these could cause the leading edge to collapse. Steering with big ears in is possible by weight-shifting. 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, take hold of the top of the B-risers, one in each hand, and pull 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-risers fairly quickly rather than slowly, to prevent the canopy from 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 for losing a lot of height quickly, perhaps to escape 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 an over-the-nose spiral.

The Cure is designed and tested to recover from normal spirals, automatically without pilot input. If the pilot does an over-the-nose spiral, the glider may require pilot input to recover. In this case all you need to do is to apply some outside brake and steer the glider out of the turn.

An over-the-nose spiral is a special 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. The nose of the glider ends up pointing at the ground, after which 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 Cure is sold with accelerator risers and a speed stirrup as standard but can be flown without the speed stirrup attached. The risers do not have any trimmers nor other adjustable devices. Launching and general flying is normally done without using the accelerator. The accelerator bar should be used when higher speed is important. A pilot whose all-up weight is 85 kg on the medium Cure should be able to reach a speed of 57km/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 into-wind with the risers level, ie no speed-bar applied, so that you have the extra airspeed should you need it. To fly at maximum speed the speed stirrup should be applied gradually until the two pulleys on each A-riser touch.

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:

1. Practise using the speed system in normal flying.
2. The speed increase is achieved by reducing the angle of attack, so the canopy has slightly more collapse tendency. Be careful when flying fast in turbulent conditions as deflations are more likely to occur at speed.
3. 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 speed system always works smoothly.

Landing

Landing the Cure is straightforward. Be sure you have enough space, since its high gliding ratio combined with ground effect can lead to a long final glide. Strong-wind landings require a different technique. If you use the brakes to flare in a strong wind the Cure 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.

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.

5 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 you release the brakes at the correct moment. Never release the brakes when the wing has fallen behind you. The brakes should be released fairly slowly, to reduce the forward dive of the canopy. A pre-release of the brake and the reconstruction of the full span is recommended to avoid the tips getting cravatted during the recovery. All pilots who fly the Cure 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 Cure 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 and know how to recover from a deep stall. The most common reasons a glider enters deep stall are 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.

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 could 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 Cure will resist spinning, but if a spin is inadvertently induced you should release the brake pressure and 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 accidentally. A pilot can reproduce the effect by taking hold of both the A-risers and pulling down sharply on them. The Cure 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 Cure 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 Cure it should be 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 Cure 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

Packing

The Cure can be packed in a traditional roll-up method, or concertina folded. Concertina folding will help extend the life of the glider.

1. Select a suitable flat area that is out of the wind if possible.
2. Arrange the canopy with the underside facing upwards and the harness at the trailing edge. Lay all the lines on the canopy. At this stage you may wish to remove your harness.

Now different techniques can be used depending on the kind of inner bag you use:

Stuffsack

3. Roll up the canopy in sections from each tip inwards.
4. Then starting from the trailing edge, roll up the canopy squeezing out all the air at the same time.

The rolled canopy will now fit neatly into its bag.

Concertina bag.

3. Lay the glider bunched by the lines on top of the concertina bag with the leading edge in position.
4. Concertina the leading edge together with all the plastics lying side by side. Avoid dragging the leading edge over the ground during this procedure.

5. Lay the glider on its side and put the straps around the leading edge.
6. Now squeeze the air out of the canopy and close the zip.
7. Finally fold the bag in three, making sure the leading edge remains unfolded.

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 place. Ideally in a temperature range of 5 to 25°C.

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

The Cure 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.

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 no longer than 100 mm can be repaired in this way providing they are not in high-stress areas. If you have any doubts about the airworthiness of your canopy please contact your dealer or BGD directly.

Servicing / Inspection

It is important to have your glider regularly serviced.

Your BGD Cure 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.

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 Cure is made from the following quality materials:

Top sail:	Dominico N30
Lower surface:	Porcher 7000 Universal 27g/m ²
Internal structure:	Porcher Skytex
Nose reinforcement:	Plastic wire 2.4mm
Risers:	13 mm black Kevlar/nylon webbing
Accelerator pulleys:	Harken PA18
Brake pulleys:	Ronstan pulley
Top lines:	Edelrid 8000U
Main lines:	Edelrid 8000U
Lower lines:	Edelrid 8000U
Brake lines:	Liros DC

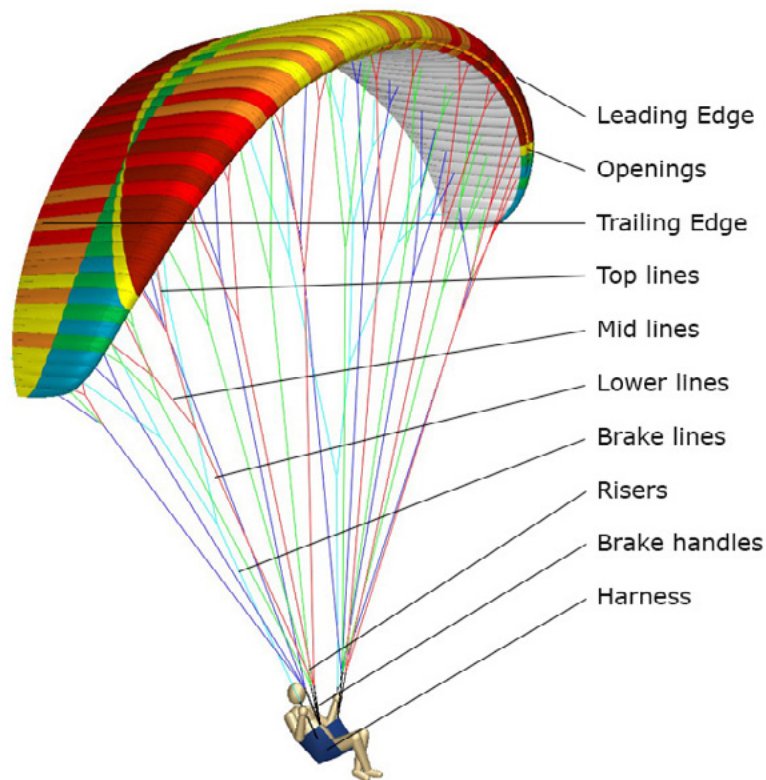
Spare parts can be obtained directly from BGD or through our network of registered BGD repair shops.

For a full list check www.flybgd.com

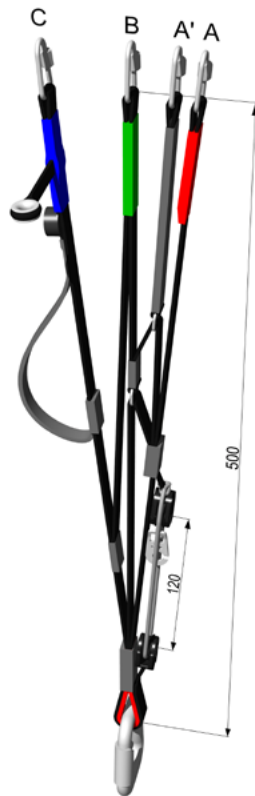
Specifications

	S	M	ML	L	
Linear scaling factor	0.96	1	1.04	1.08	
Projected area	17.69	19.20	20.77	22.39	m ²
Flat area	21.20	23.00	24.88	26.83	m ²
Glider weight	4.2	4.6	5.0	5.4	kg
Total line length	225	244	264	285	m
Height	7.1	7.625	7.9	8.2	m
Number of main lines	3/3/4	3/3/4	3/3/4	3/3/4	A/B/C
Speedbar travel	12	12	12	14	cm
Cells	108/60/118	108/60/118	108/60/118	108/60/118	
Flat aspect ratio	6.75	6.75	6.75	6.75	
Projected aspect ratio	4.87	4.87	4.87	4.87	
Root chord	2.18	2.27	2.36	2.45	m
Flat span	11.96	12.46	12.96	13.46	m
Projected span	9.27	9.66	10.05	10.43	m
In-flight weight range	60 - 80	75 - 95	90 - 110	105 - 125	kg
Trim speed	40	40	40	40	km/h
Top speed	57	57	57	57	km/h
Min sink	1	1	1	1	m/s
Best glide	11	11	11	11	
Certification	EN/LTF: C	EN/LTF: C	EN/LTF: C	EN/LTF: C	

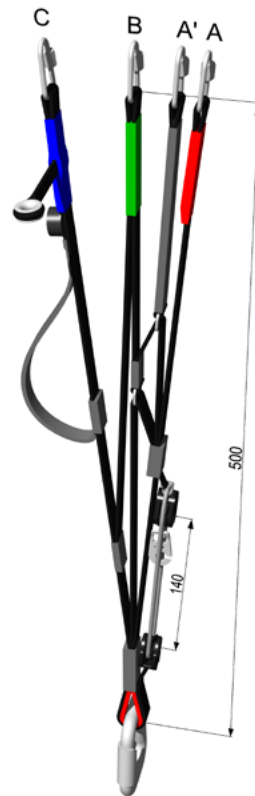
Overview of glider parts



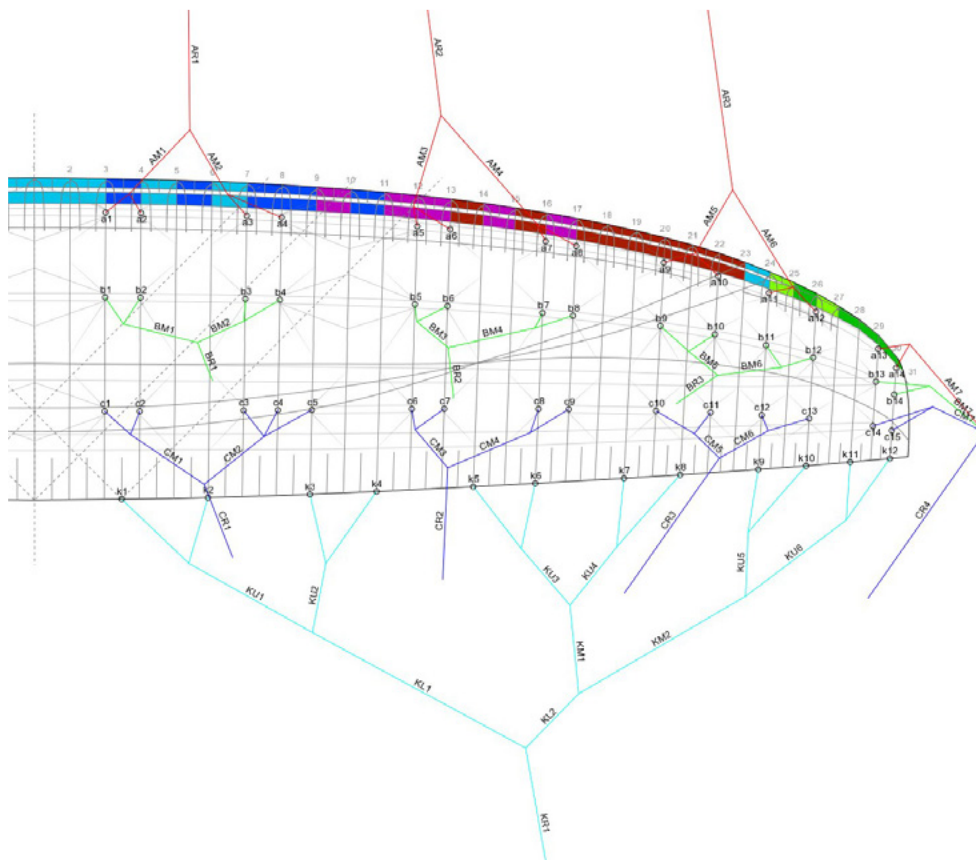
Risers S, M, ML



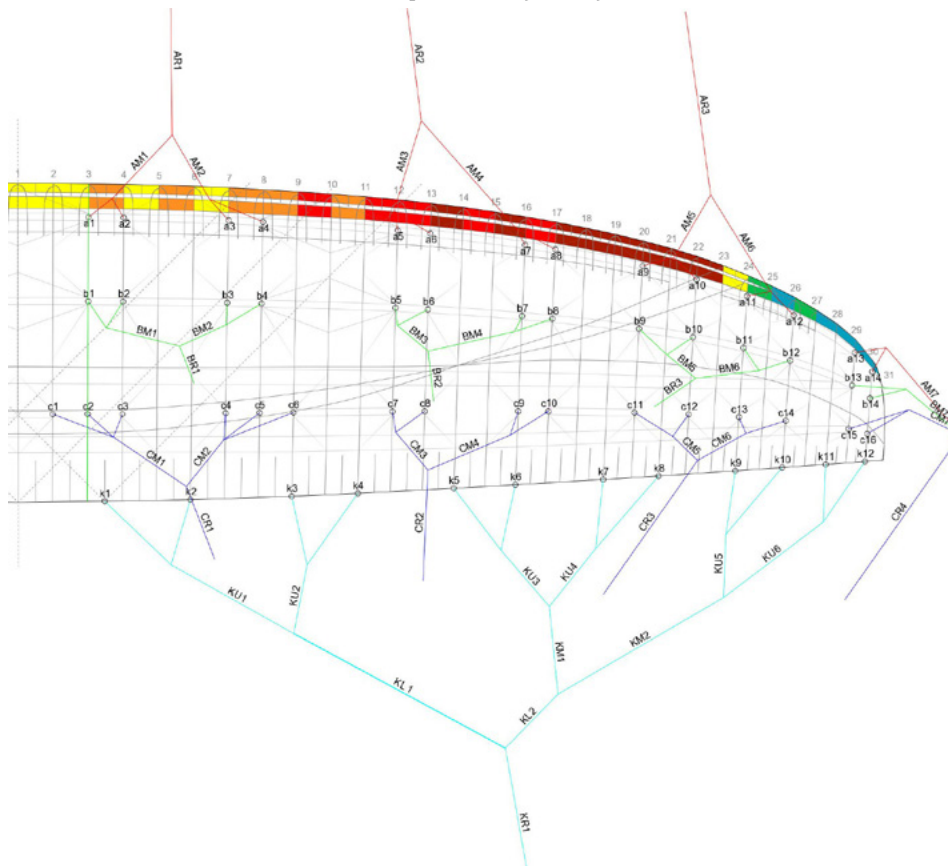
Risers L



Line Plan S



Line plan M, ML, L



Line lengths

All measurements are in mm, with 50N line tension.

Check table line lengths: distances measured are from the lower surface of the canopy to the inside edge of the maillons connecting them to the risers.

Size S

Check table

	A	B	C	K
1	6806	6731	6848	7368
2	6768	6692	6825	7207
3	6735	6662	6783	7052
4	6747	6676	6760	7040
5	6651	6595	6834	6983
6	6611	6557	6705	6848
7	6551	6507	6655	6786
8	6568	6525	6590	6835
9	6425	6417	6605	6735
10	6331	6324	6503	6695
11	6250	6254	6406	6657
12	6181	6204	6331	6660
13	5918	5902	6278	
14	5839	5847	6013	
15			5957	
16				

Single lines

A		B		C		K	
a1	342	b1	530	c1	461	k1	1017
a2	304	b2	490	c2	439	k2	856
a3	311	b3	457	c3	487	k3	662
a4	324	b4	471	c4	464	k4	650
a5	330	b5	422	c5	537	k5	649
a6	289	b6	383	c6	312	k6	514
a7	273	b7	310	c7	262	k7	521
a8	290	b8	328	c8	268	k8	570
a9	974	b9	886	c9	284	k9	483
a10	880	b10	793	c10	833	k10	443
a11	1070	b11	906	c11	736	k11	383
a12	1001	b12	857	c12	842	k12	386
a13	295	b13	278	c13	790		
a14	216	b14	223	c14	298	KU1	1601
				c15	242	KU2	1640
						KU3	1087
						KU4	1018
AM1	1825	BM1	1695	CM1	1704	KU5	704
AM2	1785	BM2	1698	CM2	1614	KU6	726
AM3	1621	BM3	1578	CM3	1680		
AM4	1576	BM4	1601	CM4	1609	KM1	1543
AM5	1361	BM5	1038	CM5	978	KM2	1844
AM6	1089	BM6	854	CM6	796	KL1	2290
AM7	611	BM7	607	CM7	698	KL2	1244
AR1	4654	BR1	4516	CR1	4691	KR1	2460
AR2	4715	BR2	4603	CR2	4719		
AR3	4101	BR3	4499	CR3	4696		
				CR4	5020		

Size M

Check table

	A	B	C	K
1	7097	7025	7258	7732
2	7058	6984	7133	7571
3	7024	6952	7113	7419
4	7039	6967	7077	7407
5	6950	6897	7055	7297
6	6908	6856	7134	7145
7	6849	6803	7002	7048
8	6867	6818	6950	7084
9	6723	6704	6884	7003
10	6631	6608	6897	6976
11	6553	6542	6785	6945
12	6478	6493	6682	6941
13	6188	6196	6614	
14	6121	6148	6576	
15			6305	
16			6252	

Single lines

A		B		C		K	
a1	361	b1	561	c1	616	k1	1061
a2	322	b2	520	c2	491	k2	900
a3	328	b3	485	c3	471	k3	691
a4	342	b4	500	c4	514	k4	679
a5	348	b5	450	c5	493	k5	676
a6	307	b6	410	c6	572	k6	524
a7	289	b7	333	c7	336	k7	551
a8	306	b8	348	c8	283	k8	587
a9	1025	b9	936	c9	289	k9	493
a10	933	b10	840	c10	302	k10	466
a11	1121	b11	950	c11	872	k11	405
a12	1046	b12	901	c12	769	k12	401
a13	304	b13	300	c13	873		
a14	237	b14	252	c14	835	KU1	1668
				c15	326	KU2	1725
				c16	273	KU3	1147
						KU4	1023
AM1	1893	BM1	1760	CM1	1767	KU5	731
AM2	1853	BM2	1763	CM2	1687	KU6	761
AM3	1680	BM3	1638	CM3	1743		
AM4	1638	BM4	1661	CM4	1672	KM1	1598
AM5	1413	BM5	1070	CM5	1003	KM2	1903
AM6	1147	BM6	893	CM6	831	KL1	2505
AM7	628	BM7	636	CM7	719	KL2	1378
AR1	4855	BR1	4709	CR1	4880	KR1	2498
AR2	4932	BR2	4814	CR2	4927		
AR3	4293	BR3	4701	CR3	4911		
				CR4	5261		

Size ML

Check table

	A	B	C	K
1	7403	7319	7573	8033
2	7362	7278	7441	7872
3	7328	7248	7419	7720
4	7343	7263	7376	7717
5	7248	7192	7352	7622
6	7204	7152	7433	7469
7	7142	7100	7307	7374
8	7160	7117	7254	7413
9	7010	6995	7183	7304
10	6914	6896	7197	7277
11	6832	6826	7080	7245
12	6754	6775	6971	7243
13	6454	6463	6895	
14	6370	6403	6851	
15			6578	
16			6517	

Single lines

A		B		C		K	
a1	371	b1	574	c1	631	k1	1100
a2	330	b2	533	c2	500	k2	939
a3	336	b3	495	c3	478	k3	712
a4	352	b4	511	c4	527	k4	709
a5	358	b5	458	c5	503	k5	703
a6	314	b6	417	c6	584	k6	550
a7	295	b7	337	c7	339	k7	573
a8	314	b8	354	c8	286	k8	612
a9	1061	b9	964	c9	292	k9	514
a10	965	b10	865	c10	306	k10	487
a11	1160	b11	979	c11	902	k11	417
a12	1082	b12	928	c12	794	k12	415
a13	309	b13	301	c13	904		
a14	225	b14	242	c14	860	KU1	1726
				c15	323	KU2	1801
				c16	262	KU3	1189
						KU4	1071
AM1	1975	BM1	1834	CM1	1844	KU5	759
AM2	1935	BM2	1841	CM2	1751	KU6	797
AM3	1753	BM3	1706	CM3	1819		
AM4	1708	BM4	1735	CM4	1742	KM1	1662
AM5	1474	BM5	1118	CM5	1049	KM2	1963
AM6	1196	BM6	934	CM6	862	KL1	2700
AM7	662	BM7	679	CM7	772	KL2	1561
AR1	5072	BR1	4920	CR1	5106	KR1	2507
AR2	5151	BR2	5036	CR2	5155		
AR3	4486	BR3	4918	CR3	5132		
				CR4	5486		

Size L

Check table

	A	B	C	K
1	7698	7624	7886	8277
2	7656	7581	7751	8115
3	7622	7551	7727	7964
4	7637	7567	7685	7965
5	7547	7483	7661	7866
6	7502	7440	7745	7708
7	7437	7386	7603	7630
8	7457	7407	7548	7680
9	7299	7284	7475	7603
10	7194	7180	7494	7554
11	7104	7102	7378	7507
12	7025	7047	7268	7508
13	6712	6721	7184	
14	6625	6660	7126	
15			6846	
16			6784	

Single lines

A		B		C		K	
a1	385	b1	597	c1	655	k1	1142
a2	343	b2	554	c2	520	k2	980
a3	349	b3	514	c3	497	k3	738
a4	365	b4	531	c4	547	k4	739
a5	372	b5	476	c5	523	k5	731
a6	326	b6	433	c6	607	k6	573
a7	307	b7	350	c7	352	k7	589
a8	327	b8	370	c8	297	k8	639
a9	1096	b9	997	c9	302	k9	545
a10	990	b10	892	c10	321	k10	496
a11	1204	b11	1020	c11	937	k11	432
a12	1126	b12	965	c12	828	k12	433
a13	331	b13	313	c13	948		
a14	244	b14	252	c14	889	KU1	1789
				c15	337	KU2	1880
				c16	275	KU3	1229
						KU4	1135
AM1	2050	BM1	1903	CM1	1912	KU5	794
AM2	2010	BM2	1912	CM2	1820	KU6	811
AM3	1821	BM3	1773	CM3	1889		
AM4	1774	BM4	1802	CM4	1811	KM1	1742
AM5	1530	BM5	1166	CM5	1099	KM2	2100
AM6	1224	BM6	960	CM6	896	KL1	2906
AM7	686	BM7	708	CM7	809	KL2	1724
AR1	5279	BR1	5134	CR1	5326	KR1	2440
AR2	5370	BR2	5242	CR2	5368		
AR3	4686	BR3	5127	CR3	5345		
				CR4	5703		

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 Cure 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 Cure should last for many years. The Cure has been tested internationally under current airworthiness standards, and these represent the current knowledge concerning the safety of a glider. However, since there are still many unknown issues, 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, adjust to the weather conditions and fly with your own safety in mind.

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

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

See you in the sky!

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