MANUAL

EPIC

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BRUCE GOLDSMITH DESIGN

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EPIC 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 Epic

The EPIC 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 EPIC.

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 EPIC 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 wing a real pleasure to fly.
The use of this glider is limited to non-aerobatic manoeuvres.

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. Perform spiral dives with big ears or asymmetric collapses. The high G loading on fewer lines could overload and break the lines.

It is your dealer´s responsibility to test fly the paraglider before you receive it. The test flight record of this is in Section 8 of this manual. Please be sure that this has been completed by your dealer. 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, 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 at the centre of the arc. The harness should be drawn away from the canopy until the suspension lines are just tight.

3. Pre-flight Inspection

The EPIC 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 whilst 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. 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 EPIC. You should be a qualified pilot or under suitable supervision, but the following comments describe how to get the best from your EPIC.

Weight range

Each size of the EPIC 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 the EPIC is flown in the middle of the weight range.

If you fly the EPIC 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 EPIC towards the lower end of the weight range.

If you fly the EPIC 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 EPIC 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. Such reactions become instinctive in good pilots.

In order to get the best performance from the wing, the pilot should try to control it though small brake inputs and weight-shift, rather than constantly being present on the brakes. A small movement early is more efficient than a big brake movement later to control the wing. The more you let the glider fly at trim speed, the better performance you will get out of it. The objective of active piloting is to get the glider to fly smoothly through the air with a stable position above the head, and controlled angle of incidence. The EPIC 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 EPIC 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:

Seat board 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 EPIC 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
Take an A-riser 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 10km/h it is recommended 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 EPIC 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 EPIC 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 EPIC flies very well like this, but care must be taken not to over-apply the brakes as a spin

could result, even though the EPIC has a very low spin tendency. The EPIC 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.

Straight Flight

The EPIC 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 EPIC 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 EPIC to be ‘big eared’ simply and easily. The big ear facility does not allow you to fly in stronger winds, but allows the pilot 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, 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, 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. This manoeuvre is useful if 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 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.

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 a special type of spiral dive where the glider points almost directly at the ground. It will enter this if you make 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 it 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 though 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 EPIC 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 medium size EPIC 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 second pulley. 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. Do practise using the speed system in normal flying.

2. 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.

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 system always works smoothly.

Landing

Landing the EPIC 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 EPIC 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. 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 EPIC 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 EPIC 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 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 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 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. The EPIC 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 EPIC 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 EPIC 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 EPIC 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 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 EPIC 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.

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.

6. Storage and Servicing

Storage & Care

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

Always store the canopy in a dry, warm place. Ideally this should be in the temperature range of 5 to 25 degrees centigrade.

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

The EPIC 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 a high-stress area. If you have any doubt about the airworthiness of your canopy please contact your dealer or BGD directly.

Servicing / Inspection

It is important to have your glider regularly serviced. 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 span, please remove all metal parts and put the different materials in an appropriate waste/recycling plant.

7. Technical data

Materials

BGD's EPIC is made from the following quality materials:

Top surface:	Dominico N30
Bottom surface:	Dominico N20
Internal structure:	Porcher Skytex 40 hard
Nose reinforcing:	Plastic wire 2.3mm and 2.7 mm
Risers:	12 mm black Kevlar/nylon webbing
Top lines:	DSL70/110
Middle lines:	DSL 110
Lower lines:	TSL 190/280
Brakes:	DSL70

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

For a full list check www.flybgd.com

Specifications

	XS	S	M	ML	L	
Linear scaling factor	0.96	1	1.04	1.08	1.12	
Projected area	17.86	19.56	21.24	22.81	24.54	m^2
Flat area	21.00	23.00	24.97	26.83	28.85	m^2
Glider weight	4.2	4.6	4.9	5.1	5.4	kg
Total line length	210	230	250	268	289	m
Height	6.7	6.979	7.3	7.5	7.8	m
Number of main lines A/B/C	3/4/3	3/4/3	3/4/3	3/4/3	3/4/3	
Cells	42/80	42/80	42/80	42/80	42/80	
Flat aspect ratio	5.01	5.01	5.01	5.01	5.01	
Projected aspect ratio	3.602	3.602	3.602	3.602	3.602	
Root chord	2.58	2.70	2.81	2.91	3.02	m
Flat span	10.26	10.73	11.18	11.59	12.02	m
Projected span	8.02	8.39	8.75	9.07	9.40	m
In-flight weight range	50-65	60-80	75-95	90-110	105-125	kg
Trim speed	38	38	38	38	38	km/h
Top speed	50	50	50	50	50	km/h
Min sink	1	1	1	1	1	m/s
Best glide	9	9	9	9	9	
Certification	EN/LTF-B*	EN/LTF-B	EN/LTF-B	EN/LTF-B	EN/LTF-B	

* In progress

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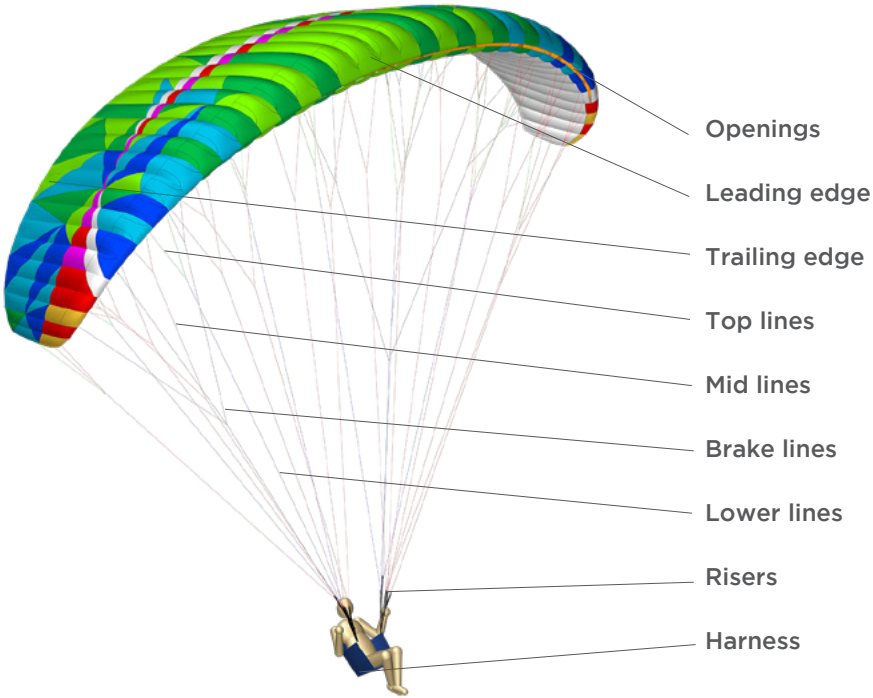
Overview of glider parts



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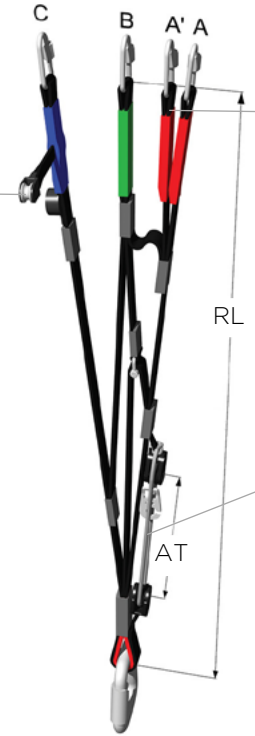
Risers



Baby-A or ‘big ears’ riser

Brake-line pulleys

Riser length RL
XS = 450mm
S-L = 500mm

Accelerator system

Accelerator travel AT
XS = 120mm
S-L = 140mm

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

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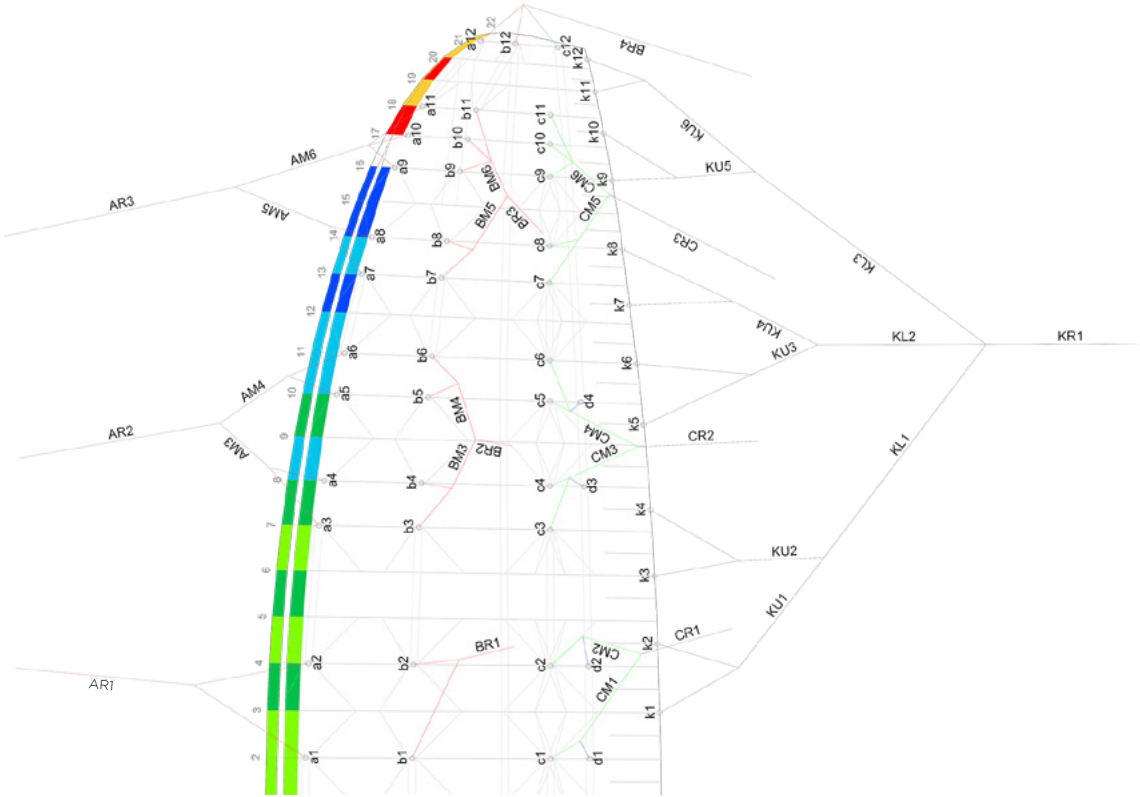
Brake and speedbar travel

Size	Accelerator range	Brake range min weight	Brake range Max weight
XS	12cm	> 55cm	> 55cm
S	14cm	> 55cm	> 60cm
M	14cm	> 55cm	> 60cm
ML	14cm	> 60cm	> 65cm
L	14cm	> 65cm	> 65cm

Line Plan



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Line length checks

Size XS

	A	B	C	D	K
1	6604	6534	6646	6713	6747
2	6572	6501	6615	6679	6616
3	6581	6515	6627	6653	6526
4	6549	6481	6585	6639	6516
5	6544	6484	6582		6403
6	6581	6529	6625		6323
7	6453	6447	6555		6298
8	6400	6386	6489		6352
9	6313	6316	6417		6257
10	6235	6268	6389		6216
11	6232	6277	6394		6152
12	5905	5908	5987		6100

Size S

	A	B	C	D	K
1	6942	6862	6982	7054	7038
2	6910	6829	6951	7021	6902
3	6921	6848	6956	6988	6810
4	6887	6813	6916	6973	6801
5	6881	6816	6913		6684
6	6920	6863	6955		6600
7	6785	6766	6885		6575
8	6729	6702	6816		6631
9	6637	6627	6741		6531
10	6555	6576	6711		6487
11	6550	6586	6717		6419
12	6200	6205	6291		6364

Size M

	A	B	C	D	K
1	7207	7119	7260	7330	7357
2	7174	7085	7229	7296	7217
3	7189	7108	7238	7265	7122
4	7154	7071	7193	7251	7114
5	7149	7076	7191		6994
6	7189	7125	7238		6907
7	7049	7024	7163		6881
8	6991	6958	7091		6941
9	6894	6880	7013		6835
10	6809	6827	6982		6789
11	6804	6837	6988		6719
12	6440	6439	6522		6661

Size ML

	A	B	C	D	K
1	7473	7388	7528	7604	7600
2	7440	7354	7497	7570	7456
3	7457	7384	7516	7546	7359
4	7421	7347	7469	7532	7352
5	7417	7352	7468		7229
6	7460	7403	7516		7139
7	7317	7308	7438		7112
8	7257	7240	7363		7174
9	7159	7160	7282		7065
10	7072	7106	7250		7017
11	7068	7117	7256		6943
12	6726	6729	6818		6883

Size L

	A	B	C	D	K
1	7745	7660	7800	7875	7921
2	7711	7626	7768	7841	7774
3	7729	7653	7781	7810	7675
4	7692	7615	7733	7797	7669
5	7688	7621	7732		7542
6	7732	7674	7783		7448
7	7583	7567	7702		7422
8	7520	7495	7625		7486
9	7417	7412	7541		7371
10	7326	7355	7508		7321
11	7320	7366	7514		7245
12	6938	6938	7026		7182

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

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

BRUCE GOLDSMITH DESIGN

Bridle lengths

Size XS

Rib	A-lines			B-lines			C-lines			D-lines
2	1355	4723		1344	4667		678	759	**4702**	747
4	1322			1310			659	747		725
7	562			555			672			
8	529	1200	4295	521	1070	4370	630	1186	**4262**	699
10	483			472			594			653
11	521	1241		517	1122		637	1219		
13	542			535			543			
14	489	1889		474	1066		477	909		
16	594		3502	573		4326	581		**4597**	
17	517	1697		526	896		553	732		
18	513			535			558			
21	1109			1112	**4286**		1191			

Rib	Brakes			
r 3	898	1151		
r 4.5	767			
r 6	719	1109	2000	
r 7.5	709			
r 9.5	707			
r 11	626	839	2159	2699
r 12.5	587			
r 14	641	853		
r 16	462	656		
r 17.5	421			
r 19	321	692	2440	
r 20.5	269			

red = loop on maillon

Bridle lengths

Size S

Rib	A-lines			B-lines			C-lines			D-lines
2	1419	4980		1406	4917		707	800	**4953**	781
4	1387			1373			687	789		759
7	589			581			700			
8	555	1257	4532	546	1120	4608	660	1278	**4456**	734
10	506			494			623			685
11	545	1300		541	1175		665	1312		
13	568			560			567			
14	512	1979		496	1116		498	950		
16	623		3700	600		4553	608		**4846**	
17	541	1776		549	937		578	765		
18	536			559			584			
21	1157			1162	**4508**		1248			

Rib	Brakes			
r 3	940	1204		
r 4.5	804			
r 6	752	1164	2116	
r 7.5	743			
r 9.5	740			
r 11	656	878	2288	2778
r 12.5	615			
r 14	671	894		
r 16	484	687		
r 17.5	440			
r 19	336	723	2582	
r 20.5	281			

red = loop on maillon

BRUCE GOLDSMITH DESIGN

Bridle lengths

Size M

Rib	A-lines			B-lines			C-lines			D-lines
2	1478	5201		1464	5131		743	824	**5176**	815
4	1445			1430			722	813		792
7	613			605			733			
8	578	1309	4739	569	1165	4813	688	1292	**4696**	762
10	527			514			649			711
11	568	1355		563	1224		696	1329		
13	592			583			591			
14	534	2061		516	1162		519	989		
16	648		3873	625		4757	633		**5066**	
17	563	1850		572	976		602	797		
18	558			582			608			
21	1216			1215	**4714**		1298			

Rib	Brakes			
r 3	979	1253		
r 4.5	839			
r 6	782	1215	2223	
r 7.5	774			
r 9.5	771			
r 11	683	914	2408	2902
r 12.5	640			
r 14	699	932		
r 16	504	715		
r 17.5	458			
r 19	350	753	2713	
r 20.5	293			

red = loop on maillon

BRUCE GOLDSMITH DESIGN

BRUCE GOLDSMITH DESIGN

Bridle lengths

Size ML

Rib	A-lines			B-lines			C-lines			D-lines
2	1530	5405		1517	5337		766	856	**5389**	844
4	1497			1483			745	846		820
7	635			627			759			
8	599	1355	4929	590	1208	5015	712	1340	**4900**	791
10	546			533			672			738
11	589	1404		584	1270		720	1379		
13	613			604			614			
14	553	2135		536	1205		539	1027		
16	671		4036	648		4967	657		**5280**	
17	584	1919		594	1013		625	828		
18	580			605			631			
21	1254			1257	**4942**		1346			

Rib	Brakes			
r 3	1015	1298		
r 4.5	871			
r 6	810	1262	2321	
r 7.5	803			
r 9.5	799			
r 11	709	947	2517	2966
r 12.5	663			
r 14	725	966		
r 16	523	742		
r 17.5	475			
r 19	363	780	2834	
r 20.5	303			

red = loop on maillon

Bridle lengths

Size L

Rib	A-lines			B-lines			C-lines			D-lines	Rib	Brakes			
2	1588	5629		1573	5563		799	885	**5589**	876	r 3	1052	1345		
4	1554			1539			777	875		851	r 4.5	905			
7	659			650			788				r 6	839	1311	2424	
8	621	1406	5137	612	1252	5227	740	1388	**5088**	819	r 7.5	833			
10	566			552			698			764	r 9.5	828			
11	610	1457		606	1317		748	1429			r 11	735	982	2632	3100
13	636			626			635				r 12.5	688			
14	574	2215		555	1249		558	1063			r 14	752	1002		
16	697		4208	672		5169	680		**5487**		r 16	542	769		
17	605	1989		615	1049		647	857			r 17.5	492			
18	600			625			654				r 19	377	808	2960	
21	1307			1306	**5111**		1395				r 20.5	314			

red = loop on maillon

BRUCE GOLDSMITH DESIGN

BRUCE GOLDSMITH DESIGN

8. Service Booklet

Test Flight Record

Model	
Size	
Serial Number	
Colour	
Date of test flight	
Company signature and stamp	

BRUCE GOLDSMITH DESIGN

Services Record

Service No 1

Date

Nº flights

Type of Service

Notes

Stamp / Signature

Service No 2

Date

Nº flights

Type of Service

Notes

Stamp / Signature

Service No 3

Date

Nº flights

Type of Service

Notes

Stamp / Signature

Service No 4

Date

Nº flights

Type of Service

Notes

Stamp / Signature

Service No 5

Date

Nº flights

Type of Service

Notes

Stamp / Signature

Service No 6

Date

Nº flights

Type of Service

Notes

Stamp / Signature

BRUCE GOLDSMITH DESIGN

Owners Record

Pilot No 1

First name	
Family name	
Street	
City	
Post code	
Country	
Telephone	
Email:	

BRUCE GOLDSMITH DESIGN

Pilot No 2

First name	
Family name	
Street	
City	
Post code	
Country	
Telephone	
Email:	

9. Closing Words

Your EPIC 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 EPIC should last for many years. The EPIC 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 strong the material aging can be accepted without affecting the 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 back protection and a reserve parachute. Always use good equipment and an approved helmet.

See you in the sky!

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