VERSION 2 OCTOBER 2026



MANUAL

ADAM SPOT 2

BRUCE GOLDSMITH DESIGN

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ADAM SPOT 2 OWNER'S MANUAL

Solo paraglider | EN/LTF A

Welcome

Thank you for buying a BGD product, and welcome to the BGD family! Bruce Goldsmith and team have been developing paragliders and paragliding equipment for many years, for pilots who value performance combined with safety and enjoyable handling.

We focus on designing high-quality products that are reliable, well-crafted, and rewarding to fly. Our approach combines aerodynamic expertise with a deep understanding of fabrics and materials, gained through decades of experience in the industry.

Every BGD product is developed with care, attention to detail, and a commitment to good design. We hope your BGD equipment gives you many years of safe and enjoyable flying.

As with all aircraft, regular maintenance and checks are mandatory. Proper care will ensure your new glider keeps its original characteristics and lasts for many years.

This manual contains information on how to look after your paraglider and how to get the best out of it in the air. If you ever need replacement parts or advice, do not hesitate to contact your nearest BGD dealer or contact BGD directly.

INTRODUCTION

Intended use

The ADAM SPOT 2 is a solo paraglider. It is designed for accuracy competitions and precision landing, and is suitable for ridge-soaring and XC. It is certified EN/LTF-A and is suitable for all pilots including those training under supervision.

It is not intended for tandem use.

It is suitable for winching. The pilot and winch operator should both have the necessary training and qualifications for winching, and the winch system should be certified for paraglider use.

It has not yet been tested for paramotor use.

Suitable for ...	
Tandem	No
Towing	Yes
Paramotor	No

D Handles



The ADAM SPOT 2 has D-handles on the rear risers. They can be used along with the brake handles to slow the glider to a half-stalled state. The glider descends with very little forward speed, helping the pilot to precisely land on a target.

The D-handles are fitted as standard. They simply knot onto the D-riser maillons and can be removed if the pilot prefers not to use them.

Weight range

Each wing size is certified for a certain weight range. The weight refers to the overall take-off weight. This means the weight of the pilot, the glider, the harness and all other equipment carried in flight.

We recommend flying in the middle of the weight range. In the lower half of the weight range, you can expect slightly reduced agility and more damped flight behaviour. The glider will be less resistant to collapses in strong turbulence.

In the upper half of the weight range, the wing is more dynamic and the trim speed is slightly faster. It is more resistant to deflations in turbulent air, but if a deflation occurs, it will be more dynamic with a higher wing loading.

Modifications

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

EN Standard harness dimensions

The paraglider was tested with a 'GH' (without rigid cross- bracing) type harness. The GH category includes weightshift harnesses as well as ABS style (semi-stable) harnesses.

Harness dimensions	Total Flight Weight	Measurement
Seat Board Width	All	42cm
Horizontal distance between attachment points of the risers (measured from the centre line of the karabiners)	Total flight weight < 80 kg	karabiner distance 40 +/- 2 cm height 40 +/- 1 cm
	Total flight weight 80 - 100 kg	karabiner distance 44 +/- 2 cm height 42 +/- 1 cm
	Total flight weight over 100 kg	karabiner distance 48 +/- 2 cm height 44 +/- 1 cm

Recommended checks and inspections

Release loops on rear lines	After 1 year or 100 hours, or if the pilot feels the glider does not come up so easily on launch
Trim check	Every 2 years
Full inspection	Every 2 years or 150 hours, whichever comes first
Change the line set	If line strength check is failed

Safety Notes

For your safety, do not:

1. Fly outside the certified weight range.
2. Adjust the trim speed by changing the length of risers or lines.
3. Fly in rain or snow. A wet canopy is much more likely to enter a parachutal or full stall. If you fly into a rain shower, you should immediately go and land somewhere safe, steering the canopy gently and avoiding manoeuvres such as Big Ears which can make a stall more likely.
4. Fly in strong turbulence or violent winds.
5. Perform spiral dives with big ears or asymmetric collapses. The high G-loading on fewer lines could overload and break the lines.
6. Fly with knots in the lines. Checking for knots should always be part of your pre-flight checks. If you notice a knot in your glider's lines after you have pulled the canopy up, if you can safely abort the launch, then do so. If you are already airborne, you should avoid accelerating the glider and avoid deep brake inputs. Use weightshift or minimal brake inputs to steer the glider to a safe landing place as soon as possible.

Line knots

Flying a glider with knots in the lines will affect its airworthiness – checking for knots should always be part of your pre-flight checks. If you do notice a knot in your glider's lines after you have pulled the canopy up, if you can safely abort the launch, then do so. If you are already airborne, you should avoid accelerating the glider and avoid deep brake inputs. Use weightshift or minimal brake inputs to steer the glider to a safe landing as soon as possible.

Loss of brakes

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

Test flight and warranty

All information about the BGD warranty can be found on the Warranty page of our website. To benefit from it, you must complete the warranty registration form.

It is your dealer´s responsibility to test fly the glider before you receive it in order to verify the trim settings. The warranty may be void if the test flight has not been completed.

GLIDER OVERVIEW



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RISERS

1) A riser / lines
2) A' (big ears) riser / line
3) B riser / lines
4) C riser / lines
5) D riser / line
6) D handle
7) Brake line
8) Brake leg
9) Pulley
10) Swivel
11) Brake handle
12) Snaplocks
13) Main hook-in loop
14) Speed system
15) Brummel hook
16) Speed system pulleys



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

PREPARATION / PRE-FLIGHT CHECKS

Connecting the speedbar

The ADAM SPOT 2 has accelerator risers and can be flown with or without a speedbar attached. The speedbar should be connected and adjusted following the instructions in your harness manual to ensure correct routing of the lines.

The speed system should be set to such a length that the A-risers are not being pulled when the bar is not applied. You should be able to hook your heels into the bar and attain full bar extension (two pulleys touching) when you push your legs out.

To adjust the speedbar to the correct length, sit in your harness and ask an assistant to hold the risers up in their in-flight position. The speedbar length can be adjusted, by moving the knots, so that the bar sits just beneath your harness seat.

Once you have set the bar up in this way on the ground, a test flight in calm air is advisable to fine-tune the length, ensuring it is even on both sides.

Brake Line lengths

There should be enough slack in the brake lines so that in flight with ‘hands up’ the glider’s trailing edge is not deflected when flying at trim speed or accelerated. The lengths can be adjusted via the knot at the handle if necessary.

As a glider ages the brake lines can shrink. The presence of multiple twists in the brake lines can effectively shorten them. You should regularly check for this and untwist the brake lines on launch, or lengthen them at the knot. Do not over-shorten the brake lines.

It is a good idea to check from time to time that when you fly hands up, you can see a slight ‘bow’ or slack in the brake lines and there is no deflection of the trailing edge.

Laying Out

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.

Open out the canopy, drawing the wingtips away from the centre of the glider to form an arc facing into wind, with the undersurface facing up and the leading edge higher up the slope than the trailing edge. Draw the harness away from the canopy until the suspension lines are just taut.

Pre-flight checks

The following pre-flight inspection procedure should be carried out before each flight.

1. Whilst opening the paraglider check the outside of the **canopy** for any **tears** where it could have been caught on a sharp object or even have been damaged whilst in its bag. Visually inspect the **risers** for any signs of damage.
2. Check the **lines** for signs of **damage**, **twists** or **knots**. Divide the suspension lines into groups, each group coming from one riser. By starting from the harness and running towards the canopy remove any tangles or twists in the lines. Partially inflating the canopy in the wind will help to sort out the lines.
3. Ensure the **brakes** are **clear** and free to move. Check the **knot** which attaches the brake handles to the brake lines. Both brakes should be the **same length** and this can be checked by having an assistant hold the upper end of the brake lines together whilst you hold the brake handles. The brake lines should be just slack with the wing inflated when the brakes are not applied.
4. Always check the buckles and **attachments** on the **harness**. Ensure the two main attachment maillons / karabiners from the harness to the main risers, and the individual shackles which attach the risers to the lines, are tightly done up.

5. Before getting in to the harness you should be wearing a good **helmet**. Check the **parachute** container is correctly closed and the **handle** is secure. Put on the harness ensuring all the buckles are fastened and that it is well adjusted for comfort.

You are now ready for flight.

FLIGHT CHARACTERISTICS

This manual is not intended as an instruction book on how to fly your paraglider but these tips will help ensure you get the best from your wing.

Launch

The ADAM SPOT 2 can be launched with standard forward launch (best for light winds) or reverse launch (best for stronger winds) techniques.

Forward Launch

Stand facing into wind with your back to the canopy and all the A-lines taut behind you, then take one or two steps back (do not walk all the way back to the canopy). Take an A-riser in each hand and move forward smoothly, maintaining pressure on the A-risers. When the canopy starts to rise off the ground, release your hands and maintain pressure on the risers evenly through the harness. In very calm conditions, it can be helpful to maintain gentle pressure with your hands on the A-risers. Be ready to slow 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 your body weight and the A-risers. Releasing pressure on the A-risers when the canopy is at about 45° will help to stop it overshooting. The stronger the wind and the greater the pressure on the A-risers, the more quickly the canopy will rise. In stronger winds, taking a step towards the glider as it comes up can take some of the energy out of the sail and it will be less likely to overshoot.

Straight Flight

Your paraglider will fly smoothly in a straight line without any input.

Turning

Your wing does not require a strong-handed approach to manoeuvring. The glider will turn more efficiently if you weightshift into the turn. The speed with which you apply the brake affects the way it turns. If a brake is applied fairly quickly the canopy will do a faster banking turn. Take care 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. Be careful not to brake too violently, as this could result in a spin.

Using the D handles

The D-handles can be used in addition to the brakes to slow the glider. They act on the D lines, to pull down the back of the canopy. They allow the pilot to significantly slow the canopy so that it descends with very little forward speed, in a half-stalled state. This helps accuracy competition pilots to precisely land on the target.

When using the D-handles, keep the brakes in your hands and use your fingers to pull the D-handles at the same time.

The stall point

If you slow the glider too much, it will stall. The more brake (with or without D-handles) is applied, the greater the pressure. When you are close to the stall point the pressure is very high. Only fly near the stall point if you have enough height to recover from an inadvertent stall (at least 100m).

Active piloting

The objective of active piloting is to get the glider to fly smoothly through the air with a stable position above your head, and controlled angle of incidence. Active piloting means flying in empathy with your paraglider, guiding it through the air and being aware of feedback from the wing. If the air is smooth the feedback can be minimal but in turbulence feedback is continuous and needs to be constantly checked.

In order to get the best performance from your wing it is best to control it though small brake inputs and weightshift rather than constantly being present on the brakes. A small brake movement early is more efficient than a big input later. The more you let the glider fly at trim speed, the better performance you will get out of it.

Your paraglider is resistant to collapses without any pilot action, but flying actively will increase the safety margin. Active piloting can make your flying experience safer and more enjoyable, and it becomes instinctive in good pilots.

Thermalling

To attain the best climb rate your wing should be thermalled using a mild turn as described above, keeping banking to a minimum. In strong thermals a tighter banking turn can be used to stay closer to the thermal´s core. Remember that weightshifting in the harness will make the turn more efficient and reduce the amount of brake required.

Using the accelerator (speedbar)

Launching and general flying is normally done without using the accelerator. To accelerate the glider, push with your feet on the speedbar. Full speed is achieved when the two speed-system pulleys on each A-riser touch. Avoid using excessive force or pushing beyond this point as it will not make the glider go faster and it may cause a front collapse!

Pushing on or coming off the bar should be done smoothly and progressively to manage the glider's pitch. It is possible for any paraglider to front-collapse if the bar is released too suddenly.

We recommend you only fly in conditions where you can progress into wind with no speedbar applied, so that you have the extra airspeed in reserve should you need it.

IMPORTANT:

1. Practise using the speed system in normal flying and get fully used to using half bar before you use full bar.
2. Pushing speedbar increases speed by reducing the angle of attack, which means the canopy has slightly more collapse tendency. Take care when flying fast in rough or turbulent conditions as deflations are more likely to occur at speed.
3. Remember that your glide deteriorates at higher speeds. Best glide is achieved when the risers are level and the brakes are off, or with a little accelerator applied (up to 25% speed).

The Dyneema line that connects the speed system in the risers is designed to have a small amount of slack in it in order to obtain the correct riser lengths when accelerated. The amount of slack in this line varies with wing size and determines the B riser length when fully accelerated. The length of this line can be adjusted where it is looped on the maillon of the B-riser. The line can also be replaced if necessary.

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

Rapid descent procedures

Big Ears

The wingtips of the glider can be folded in to increase its sink rate (Big Ears). The Big Ear facility allows you to descend quickly without substantially reducing the forward speed of your glider. This contrasts with B-line stalls, which result in rapid descent with greatly reduced forward speed.

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

Before using Big Ears in earnest you should practise with plenty of ground clearance in case a leading-edge collapse occurs. Always keep hold of both brakes in order to retain control.

B-Line Stall

B-line stalls are useful if you need to lose a lot of height quickly, e.g. to escape from a thunderstorm. They should not be performed with less than 100m of ground clearance.

Keeping hold of both brake handles, take hold of the top of the B-risers, one in each hand, and pull them down by 10-15cm. This will stall the canopy and its forward speed will drop to zero. Make sure you have plenty of ground clearance because the descent rate can be over 10m/sec. To increase the descent rate, pull harder on the B-risers.

To exit, release the B-risers symmetrically and fairly quickly. The canopy will automatically start flying again, usually within two seconds. Releasing too slowly may

result in the canopy entering deep stall. Releasing asymmetrically can result in the glider entering a spin.

Spiral Dive

Spiral dives are one of the most dangerous manoeuvres in paragliding and the high G-force and quick loss of altitude can easily catch pilots out. A mistake in judging these factors can lead to a very serious accident, so spirals must be treated with great respect. Pilots are advised to practise spiral dives under close supervision such as during an SIV course.

A normal turn can be converted into a spiral dive by continuing to apply one brake. The bank angle and speed of the turn will increase as the spiral is entered. Be careful to enter the spiral gradually and with control, as too quick a brake application can cause a spin or a high-G spiral.

To pull out of a steep spiral dive, release the applied brake gradually and/or apply opposite brake gradually. A sharp release of the brake can cause the glider to surge and dive as the wing converts speed to lift. Always be ready to damp out any dive with the brakes. Also be ready to encounter turbulence when you exit from a spiral because you may fly through your own wake, which can cause a collapse.

CAUTION: Spiral dives can cause loss of orientation or black-out and they take some time to exit from. This manoeuvre must be exited in time, and with sufficient height.

Landing

Landing is very straightforward. When landing in light winds, flare in the normal way from an altitude of around 2m. It may sometimes help to take wraps on the brakes to make the flare more effective.

Strong-wind landings require a different technique. If you use the brakes to flare in a strong wind the wing tends to convert this energy to height, which can be a problem.

The best method is to take hold of the rear risers at the maillons just before landing, and collapse the canopy using these when you have landed. The glider will collapse very quickly using this method.

RECOVERY TECHNIQUES

Trained test pilots have tested the glider well beyond the normal flight envelope. Such tests are carried out in a very precise manner with a back-up parachute, and over water.

Stalls and spins on any paraglider are dangerous manoeuvres and are not recommended.

Full Stall

Pilots are advised not to intentionally stall their glider unless under SIV instruction.

Unintentional stalls are caused by applying too much brake. When approaching the stall point the brake pressure increases. This is a warning to the pilot to let up the brakes.

As the canopy approaches the stall point it will start to descend vertically and finally drop back behind the pilot and collapse.

If the glider stalls it is very important to maintain the brake position until the glider is in a safe position. During the stall the glider will move back and forward in relation to the pilot. The brakes should only be realised when the glider is overhead or in front relative to the pilot.

The brakes should be fully released fairly quickly, typically in about 2 seconds. It is important to release fully, hands up, as holding a small amount of brake will make the ensuing dive much stronger. Be ready to catch the dive.

For more experienced SIV pilots, a pre-release of the brakes and reconstruction of the full span is recommended to avoid the tips getting cravatted during the recovery.

Altitude is very important for recovery and professional training is highly recommended for manoeuvres such as this.

Deep Stall (or Parachutal Stall)

Your paraglider has been designed so that it will not easily remain in a deep stall. However, if it is incorrectly rigged or its flying characteristics have been adversely affected by some other cause, it is possible that it could enter this situation. In the interests of safety all pilots should be aware of this problem, and know how to recover from it.

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.

To recover from deep stall, the first reaction should simply be to put your hands up. This should allow the glider to retun to normal flight. If the glider does not resume normal flight, pulling gently on the A-risers will help the airflow to reattach to the leading edge. Be careful not to pull down too hard as this will induce a front collapse.

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. If a spin is inadvertently induced you should release the brake pressure and 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.

Asymmetric Collapses

If the canopy collapses on one side due to turbulence, your first reaction should be to control the direction of flight by countering on the opposite brake. The act of controlling the direction will likely reinflate the wing. However, with more persistent collapses it may be necessary to pump the brake on the collapsed side using a long, strong, smooth and firm action. Normally one or two pumps of around 80cm will be sufficient. Each pump should be applied in about one second and smoothly released. In severe cases it can be more effective to pump both brakes together to get the canopy to reinflate. Be careful not to stall the wing completely if using this technique.

Symmetric Front Collapses

It is possible that turbulence could cause the front of the wing to symmetrically collapse, although active piloting can largely prevent this from occurring accidentally.

During the early stages of a front collapse the pilot should apply brake symmetrically on both sides for a maximum of one second. This will push the air from the back of the canopy towards the front, stopping the collapse from becoming deep. Make sure the brakes are fully released during the later stages of the collapse, or you may induce a full stall. The glider will normally recover on its own as long as the pilot keeps the brakes up. If the glider does not recover on its own it may be necessary to make a second pump on the brakes.

Cravats

Following a severe deflation it is possible for a wingtip to become trapped in the glider's lines (cravat). If this occurs then first of all use the standard method of recovery from a tip deflation as described under Asymmetric Collapses 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.

LINE MAINTENANCE

Releasing loops on the rear lines



Left: loops on maillons;
Right: loops released

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

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

When the first line check is done, normally at 2 years, the loops should already have been released, and this should be verified and fine-tuned by the check centre.

Installing Replacement Lines

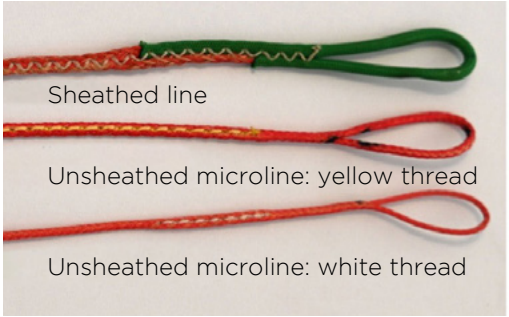
If lines need to be replaced on your glider, we recommend that a professional should install the new lines. The airworthiness of your glider, and your safety, depends on it being done correctly.

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

Replacement lines can be ordered from the Accessories section of the BGD website. Check that the new lines correspond with the latest update of the line sheet. Also check the line layout on the glider corresponds with the line layout in the manual.

The quickest way to remove the old lines is to cut them off, but make sure you have

received the new lines before doing this! Sometimes only a part line set is needed (eg excluding top lines or brakes) so take care not to cut any lines that need to be retained.



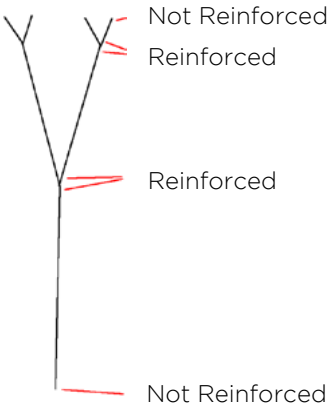
Which way up?

It is important that lines are fitted the right way up.

Unsheathed lines are reinforced at one end, marked by a yellow thread. Line-to-line connections should always be with the reinforced ends of microlines.

The non-reinforced end is marked with white thread and should be attached to the glider tab or the maillon. Sheathed lines have no additional reinforcement and can be installed either way up.



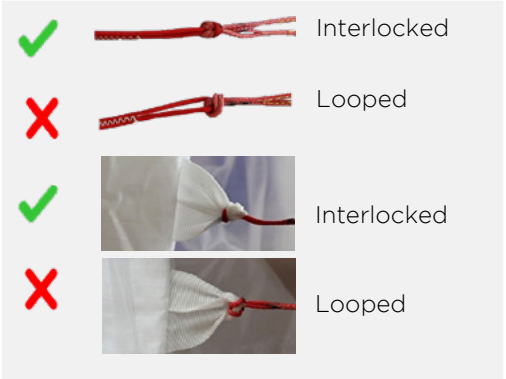


Direction of tabs

The A tabs are inclined backwards on all BGD gliders, to align with the direction of pull of the line. When assembling the lines, the A tabs should be angled back, and the other tabs should be perpendicular to the undersurface.

Line Junctions

All lines are connected to other lines or to tabs with lark's foot junctions. It is important to ensure that these are joined correctly with interlocked and not looped junctions.



Loops on rear lines

Lines on A and B risers: new lines should be installed without loops.
C lines and stabi: new lines should be installed with a single loop on the maillon.

Inflation Check

After installing lines, you should always do a full dimensional line check of the wing and also inflate it to check everything looks correct before it is flown.

STORAGE, REPAIRS & SERVICING

Storage and 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°C to 25°C. Never let your canopy freeze, particularly if it is damp.

Your paraglider is made from high quality nylon which is treated against weakening from ultraviolet radiation. However, UV exposure will still weaken the fabric and prolonged exposure to harsh sunlight can severely compromise the safety of your canopy. Once you have finished flying, put your wing away. Do not leave it laying in strong sunshine unnecessarily.

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

Cleaning

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.

Packing

We recommend concertina-packing the wing as it helps to extend its life. Always start with a bunched glider. Do not lay the glider out first, as this would mean pulling it across the ground when you gather the leading edge, risking damage from abrasion.

Stack the leading edge plastics together first, creating a single 'pile' from tip to tip (do not fold it in the middle). Turn the pile onto its side so the plastics are laid flat, and secure with a strap while you concertina-fold the rest of the glider. Push the air out, from the trailing edge towards the leading edge, and then fold the glider into three or four sections to fit the inner bag. Remove the strap from the leading edge, and close around the whole glider, before placing it into the inner bag.

A concertina packing bag or compression bag can make concertina-packing the glider much easier. Bruce demonstrate how to use the concertina bag in this video.

Small Repairs

Small tears in the top or bottom surface (not the ribs) of a canopy can be repaired with a patch of self-adhesive ripstop nylon. Tears of up to around 10cm can be repaired in this way provided they are not in high-stress areas. 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, distributor or other authorised person.

A full check includes a thorough inspection of all components and includes visual and condition inspection, permeability of the canopy material (porosity), line strength, canopy strength, line geometry and line measurements including the risers. The results must be documented. If a line strength check is failed, the entire line set should be changed.

BGD will only accept responsibility for repairs carried out by an approved service centre, and lines which we have produced and which have been fitted by an approved service centre. A list of approved service centres can be found on our website.

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

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.

TECHNICAL DATA

Materials

The ADAM SPOT 2 is made from the following quality materials:

TOP SURFACE	Porcher Skytex 38g/m^2
BOTTOM SURFACE	MJ Tex MJ40 (40g/m^2)
WINGLET	MJ Tex MJ40 (40g/m^2)
INTERNAL STRUCTURE	Porcher Skytex hard finish 40g/m^2
REINFORCING	Plastic wire 2.4mm / 2.7mm
RISERS	20mm Kevlar / nylon webbing
PULLEYS	Sprenger/Ronstan P18
TOP LINES	Liros DSL
MIDDLE LINES	Liros TSL
LOWER LINES	Liros TSL
BRAKES	Liros DSL

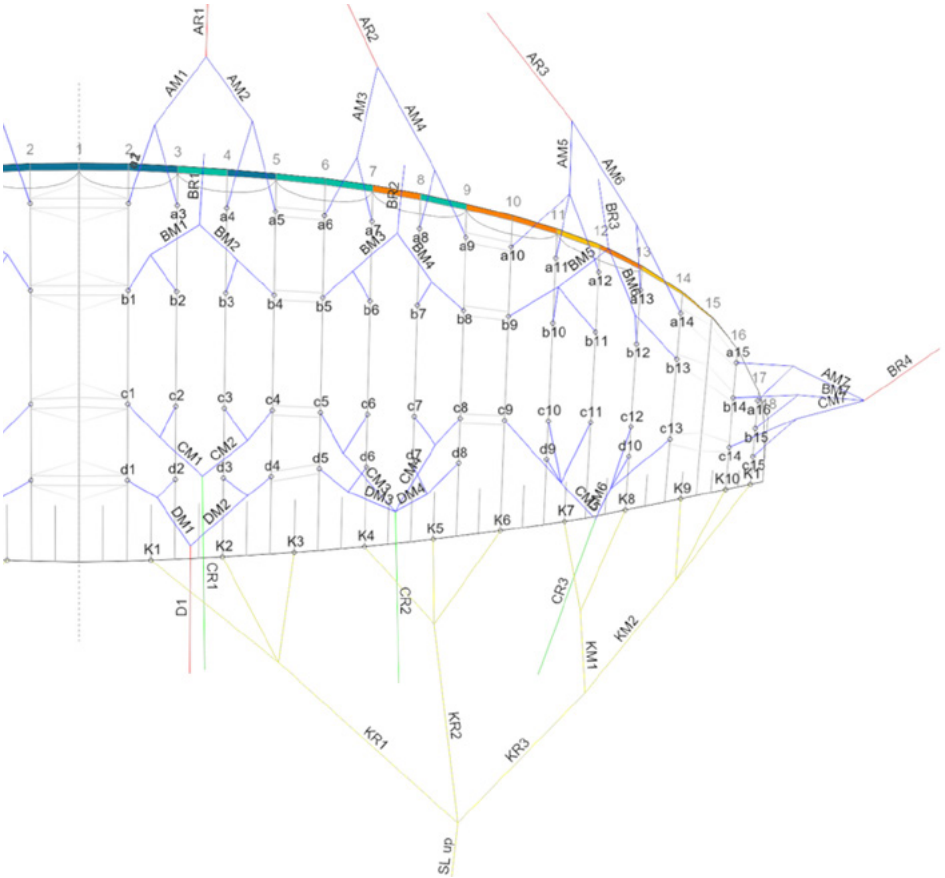
Spare parts can be obtained directly from BGD or though our network of registered BGD repair shops. For a full list see www.flybgd.com

Specifications

	S	M	ML
LINEAR SCALING FACTOR	0.94	1	1.05
PROJECTED AREA (M^2)	18.6	21	23.2
FLAT AREA (M^2)	22.1	25	27.6
GLIDER WEIGHT (KG)	4	4.5	5.1
NUMBER OF MAIN LINES (A/B/C/D)		3/4/3/1	
CELLS		34	
FLAT ASPECT RATIO		4.5	
PROJECTED ASPECT RATIO		3.2	
ROOT CHORD (M)	2.8	3	3.1
FLAT SPAN (M)	10	10.6	11.1
CERTIFIED WEIGHT RANGE (KG)	55-80	70-90	80-100
CERTIFICATION (EN/LTF)	A*	A	A*

* pending certification

Line Layout


AR1
AR2
AR3
AM1
AM2
AM3
AM4
AM5
AM6
AM7
BR1
BR2
BR3
BR4
CM
BM1
BM2
BM3
BM4
CM1
CM2
CM3
CM4
CM5
CM6
CM7
DM1
DM2
DM3
DM4
CR1
CR2
CR3
D1
KM1
KM2
KR1
KR2
KR3
SL up
K1
K2
K3
K4
K5
K6
K7
K8
K9
K10

Brake and Accelerator travel

Size	Accelerator range	Brake range min weight	Brake range Max weight
S M ML	14 cm	76 cm	76 cm

Line length checks

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

Line lengths are for a flown glider. The lengths are measured from the lower surface of the canopy and include the risers and maillons.

During the EN certification process, the test team has checked the lengths of the suspension lines, control lines and risers given in the manual against the sample glider, after the test flights have been carried out. The difference in length between the manual and the sample may be no more than 10mm.

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

Size M

Bridle check

	A	B	C	D	K
1	6531	6462	6529	6626	6800
2	6482	6411	6477	6572	6529
3	6467	6398	6468	6561	6422
4	6495	6431	6506	6592	6283
5	6473	6412	6497	6604	6190
6	6428	6371	6456	6559	6258
7	6424	6373	6470	6526	6266
8	6464	6424	6529	6576	6273
9	6459	6395	6494	6462	6269
10	6404	6346	6431	6393	6232
11	6400	6350	6420		6227
12	6369	6332	6393		
13	6334	6306	6383		
14	6045	6061	6166		
15	5963	5997	6075		

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Size M

Single line lengths

A		B		C		D		K	
a1	883	b1	873	c1	878	d1	927	k1	1749
a2	833	b2	821	c2	826	d2	873	k2	1477
a3	846	b3	834	c3	837	d3	886	k3	1370
a4	873	b4	866	c4	874	d4	916	k4	1523
a5	862	b5	851	c5	858	d5	980	k5	1429
a6	816	b6	809	c6	817	d6	934	k6	1497
a7	792	b7	779	c7	781	d7	818	k7	797
a8	831	b8	829	c8	839	d8	867	k8	803
a9	1338	b9	1237	c9	1267	d9	1235	k9	957
a10	1282	b10	1187	c10	1204	d10	900	k10	919
a11	1278	b11	1191	c11	1193			k11	914
a12	969	b12	965	c12	901				
a13	933	b13	938	c13	890				
a14	859	b14	743	c14	476				
a15	776	b15	678	c15	384				
AM1	1230	BM1	1119	CM1	1972	DM1	2050	KM1	735
AM2	1202	BM2	1093	CM2	1951	DM2	2025	KM2	577
AM3	1169	BM3	1062	CM3	978	DM3	962	KR1	2326
AM4	1189	BM4	1094	CM4	1027	DM4	1046	KR2	2034
AM5	1168	BM5	1003	CM5	758	DR1	3155	KR3	2015
AM6	1446	BM6	1211	CM6	1022			KL1	2681
AM7	853	BM7	984	CM7	1355				
AR1	3941	BR1	3969	CR1	3185				
AR2	3452	BR2	3998	CR2	4175				
AR3	3452	BR3	3654	CR3	3983				
		BR4	3836						

AdamSpot_2_M_V1_rev4_Lines_Manual

CLOSING WORDS

Paragliding is a wonderful sport, and we hope you enjoy many flights and adventures with your new paraglider.

Please keep in mind that paragliding is a potentially dangerous activity. We work hard to make all our equipment as safe as it can be, but your safety always comes down to you. You should have the correct training before using this equipment.

Always choose equipment and weather conditions that are appropriate to your skill level. Check the weather forecast but don't always rely on it. Actual conditions might not be as forecast, and can change fast.

It is important to look after your equipment. The UV in direct sunlight degrades materials, whether in flight or on the ground. By minimising your equipment's exposure to sunlight and always keeping it dry, you can maximise its lifespan. It is important to have your paraglider serviced at regular intervals.

Your security is ultimately your responsibility. Please fly carefully keeping your safety in mind, and have fun!

See you in the sky!

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BRUCE GOLDSMITH DESIGN

APPENDIX

EN line measurements

The tables below show the Bridle check measurements for the test wings, measured by the test house during the certification procedure.

Size M

Total line length including riser and karabiner (mm). Right: Total riser length without karabiner (mm)

		A	B	C	D	E	Stab	Brakes
Center	1	6535	6461	6533	6636			6787
	2	6483	6409	6480	6581			6517
	3	6469	6396	6467	6565			6408
	4	6497	6428	6502	6591			6280
	5	6477	6414	6501	6602			6186
	6	6430	6373	6458	6555			6254
	7	6423	6375	6473	6523			6266
	8	6460	6422	6528	6570			6271
	9	6456	6390	6487	6460			6267
	10	6401	6341	6422	6392			6229
	11	6395	6342	6415				6224
	12	6367	6333	6395				
	13	6332	6305	6385				
	14	6041	6056	6158				
	15	5960	5991	6069				
	16							
	17							
Wing tip	18							

Risers	Std	Acc
A	498	351
A'	497	351
B	497	400
C	496	497
D	496	496
Acc	147	*[mm]
Trimmer	n/a	[mm]

*Travel range (distance between A and rear riser)