MANUAL

Lynx 2

Version 1.1 March 2023

BRUCE GOLDSMITH DESIGN

Contents

BRUCE GOLDSMITH DESIGN

LYNX 2 OWNER'S MANUAL

Solo 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 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 LYNX 2
The LYNX 2 is a lightweight cross-country paraglider. It is a 2.5-liner design which means there are three line levels in the centre of the wing and only two at the tips. It does not have full chord-wise plastic rods, which means it can be packed down small and is easy to carry for hike-and-fly or vol-bivouac. It is a cross-country wing for pilots who fly regularly and is not suitable for beginners.

As with all aircraft, regular maintenance and checks are mandatory. The LYNX 2 is made from high quality lightweight materials and should be looked after accordingly – do not drag it over the ground. Proper care will ensure it keeps its original safety and performance and lasts for many years.

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

Quick Summary

The LYNX 2 is a 2.5-liner design. The following things should be noted in particular:

1. **Launch** should be done using the main A riser ony (risers marked with red), without the separate AR3 (big ears) line.

2. The risers and lines are attached with **soft links** which are protected by Lycra covers. It is important to lift the covers and inspect the soft links regularly, to check they are correctly closed and are not becoming worn.

3. Rapid descent techniques: **You should not B-Line stall** the LYNX 2; **Big Ears can be done using the AR3 line.** Note that Big Ears are harder to pull in than on a traditional three-liner. Big ears on the LYNX 2 should always be done with some speed bar applied, to avoid the risk of deep stall.

4. The LYNX 2 was certified using **collapse lines** for the accelerated EN tests, because it is hard to pull the accelerated collapses using only the A risers. If you do SIV on the LYNX 2 we recommend to only do trim speed manoeuvres to avoid the need for using collapse lines.

Introduction

Limitations

The LYNX 2 is a solo paraglider. It is not intended for tandem use or for aerobatic manoeuvres.

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

This paraglider should 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 200kg

Test flight and Warranty

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

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

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 with you in flight. We generally recommend your paraglider is flown in the middle of the weight range.

If you mainly fly in weak conditions you might wish to fly towards the lower end of the weight range to benefit from a better sink rate. In the lower half of the weight range the turning agility will be lower and the glider will be more damped. In strong turbulence the wing will have a greater tendency to deform or collapse with a lower wing loading.

If you prefer dynamic flight characteristics, want better speed or fly in strong conditions you might choose to fly higher in the weight range. If you fly in the upper half of the weight range agility and speed will be higher and you will have greater stability in turbulence, but there will be reduced self-damping in turns and after collapses.

Modifications

Any modifications to your glider, e.g. changing the line lengths or 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 modifications.

Brake line lengths

The length of the brake lines is set at the factory so that the trailing edge is not deformed at all when brakes are not applied. There should be around 7cm slack in the brake lines, before they take effect on the canopy. It should not be necessary to shorten the brake lines. However, it is possible that shrinkage can occur. If necessary, the brake lines can be lengthened by adjusting the knots.

Harness

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

The harness complies with the EN standard harness dimensions, which are:

- Seat board width: 42cm.

The horizontal distance between the attachment points of the paraglider risers (measured from the centre-line of the karabiners) must be:

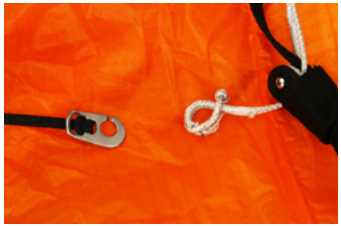
- 38cm for pilots under 50kg
- 42cm for pilots from 50-80kg
- 46cm for pilots above 80kg

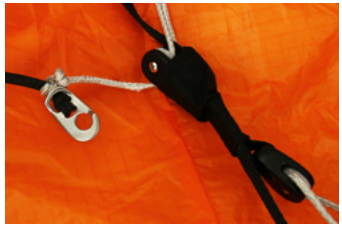
Preparation

Connecting the speed bar

The LYNX 2 comes with accelerator risers and can be flown with or without a speed bar attached. The speed bar should be connected and adjusted following the instructions in your harness manual to ensure correct routing of the lines.

The weight-optimised speed system has universal attachments instead of Brummel hooks. These comprise a loop with a knot, sewn into the end of the accelerator line. The line can be attached to the speed bar using a classic larks head knot. If your speed bar has Brummel hooks you can attach to the accelerator line using this knot without removing the Brummel hooks.



Larks Head Knot
When attaching the speed bar lines, make sure the lines run freely and are not caught around anything including reserve handle, risers or lines.

To adjust the speed bar to the correct length, sit in your harness and ask an assistant to hold the risers up in their in-flight position. The speed bar length can be adjusted by moving the knots, so that the bar sits just beneath your harness seat. You should be able to hook your heels into the bar, and to attain full bar extension (the two pulleys touching) when you push your legs out. Once you have set the bar up in this way on the ground, a test flight in calm

air can be useful to fine-tune the length, ensuring it is even on both sides.

On launch

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. Take your paraglider to the top of the take-off area, and allow the 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/uphill 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 to form an arc. The harness should be drawn away from the canopy until the suspension lines are just tight.

Pre-flight inspection

Your paraglider is designed to be simple 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 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. Avoid having too many knots, as there is a risk the knots could become stuck in the brake pulleys. 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.

Your paraglider is now ready for flight

Flight Characteristics

This manual is not intended as an instruction book on how to fly your paraglider. You should be a qualified pilot, but the following comments describe how to get the best from your wing.

Take-off

The wing should be inflated using the main A risers only, not the Baby-A (Big Ears) riser. The main A-riser is marked with red material. The glider will rise smoothly overhead to the flying position and can be launched easily using either the forward launch technique (best for light winds) or reverse launch (best for stronger winds).

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 a main A-riser in each hand and begin your launch run putting pressure gently and smoothly on the A-risers. As soon as the canopy starts to rise off the ground, let go of the A-risers but maintain pressure on the risers 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 10km/h it is recommended to do a reverse launch and inflate the canopy whilst facing it, using the main A-risers. Releasing pressure on the A-risers when it 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 rises can take some of the energy out of the glider and it will be less likely to overshoot.

Straight Flight

Your paraglider will fly smoothly in a straight line without any input. At the maximum in-flight weight, without the accelerator it will fly at approximately the trim speed shown in the Specifications table.

Turning

Your wing 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 glider flies very well like this, but care must be taken not to over-apply the brakes, as this could result in a spin. The wing will turn far more efficiently if you weight-shift into the turn in the harness. Remember that violent brake application is dangerous and should be avoided.

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 collapse 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.

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 (at least 100m).

Speed System

Launching and general flying is normally done without using the accelerator. A pilot flying at the maximum in-flight weight should be able to reach the top speed noted in the specifications table when the speed-bar is fully applied.

Full speed is achieved when the two pulleys on each A-riser touch. Do not go beyond this point or use excessive force to attempt to make the glider go faster, as this may result in the glider collapsing.

When you come off the bar it is important to do so smoothly and progressively, to manage the pitch. It is possible for any paraglider to front-collapse if the bar is released too quickly.

We recommend you only fly in conditions where you can progress into wind with no speed-bar 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 speed-bar before you use the full speed-bar.

2. The speed increase is achieved 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. This is done intentionally in order to obtain the correct riser lengths when accelerated. The amount of slack in this line varies between the different glider sizes, and determines the B riser length when fully accelerated.

This line can be adjusted for length or replaced where it is looped on the maillon of the B-riser.

	A	AR3	B	C
XS	330	380	380	450
S	320	370	380	500
M	320	370	380	500
ML	320	370	380	500
L	320	370	380	500

Riser lengths for a fully accelerated glider

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

C-steering

FIG. 1: Keeping the brake in your hand, grasp the C-steering handle with your fingers

C-steering

The LYNX 2 has an effective and light C-steering system that allows you to actively pilot the wing without using the brakes which is particularly useful when flying accelerated.

The risers are equipped with a 'speed riser'. This is an extra riser that is attached to the back of the speed system. This speed riser is also attached to the front of the C steering handle. The idea is to balance the load on the C steering handle giving you more control over the glider when using the C-steering.

To fly with the C-steering system, keep hold of the brakes, and grasp the C-steering handle with your fingers as shown in FIG. 1. The C-steering system allows you to make small pitch adjustments when gliding, especially on speed. It can also be used to control direction, but you must take care not to accidentally stall the glider as the range is much less than on the brakes.

Rapid descent procedures

Big Ears

Big Ears (folding the wingtips in to increase sink rate) allows you to descend quickly without substantially reducing the forward speed of your glider. It is possible with the LYNX 2, using the AR3 line, and should be done with some speed bar applied (around quarter-bar) in order to avoid the risk of deep stall.

To engage Big Ears, lean forward in the harness and grasp the AR3 lines, keeping hold of both brake handles if possible. As you apply up to a quarter speed bar, simultaneously pull the AR3 line 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 Baby 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. Putting your hands through the brake handles so they remain on your wrists is a good method of doing this.

B-Line Stall
This method should not be used for the LYNX 2.

Spiral Dive
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.

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 or during an SIV course.

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 though 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.

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.

Recovery Techniques

Stalls

Stalls are dangerous and should not be practised in the course of normal flying. This manual is not intended to give instruction in this or any other area.

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 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 brakes and reconstruction of the full span is recommended to avoid the tips getting cravatted during the recovery. Pilots are advised not to attempt this manoeuvre unless under SIV instruction.

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.

The most common way to enter deep stall is from flying too slowly, from a B-line stall or even from big ears.
When in deep stall the pilot will notice the following:

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 revert 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 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. Your glider will resist spinning, but if a spin is inadvertently induced you should release the brake pressure but 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.

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 this 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.

A pilot can reproduce the effect during an SIV course by taking hold of both the A-risers and pulling down sharply on them, then immediately releasing. Make sure that you pull all four A-risers at the same time, two risers in each hand (make sure to include the baby-A risers). The glider will automatically recover on its own from this situation in around three seconds. During the recovery period it is advisable not to apply the brakes as this could stall the wing.

Asymmetric Front Collapse

Your paraglider is very resistant to deflations; however if the canopy collapses on one side due to turbulence, you 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 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 this technique is used.

Releasing a trapped tip (cravat)

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 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 model 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.

Storage, repairs and 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. Dry it out as soon as possible, but do not use direct heat sources as it is flammable!

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. Therefore once you have finished flying, put your wing away. Do not leave it laying in strong sunshine unnecessarily.

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.

Repairs

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

Small repairs
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 up to around 10cm can be repaired in this way as long as they are not in high-stress areas.

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.

Releasing loops on the rear lines

Left: loops present; Right: loops released

All BGD gliders are rigged from new with loops on the maillons or softlinks of the rear lines and the stabi line. The loops are there so that they 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 1 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.

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 which have been fitted or repaired by an approved service centre.

Mounting Replacement Lines

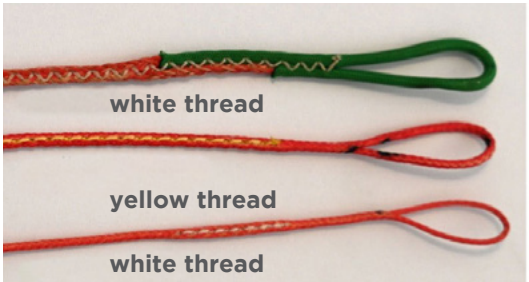
If you need to replace lines on your glider, we recommended that a professional should mount the new lines. The airworthiness of your glider, and your safety, depends on it being done correctly.

You can identify the line(s) you need to replace from the line layout diagram for your wing. Download the latest version here: https://tinyurl.com/BGDlines

Replacement lines can be ordered from the Accessories section of the BGD website. Check that the lines you have received correspond with the latest update of the line checksheet from the dropbox. 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. Don't cut the old lines off if you have not received the new ones or you may end up not being able to fly. Sometimes only a part lineset is needed (eg excluding top lines or brakes) so take care not to cut any lines that need to be retained.

Line junctions
Microlines have internal reinforcing, marked by yellow thread. This must be put on the end where there is a line junction. The non-reinforced end is marked with white thread and should be attached to the glider tab or the maillon.

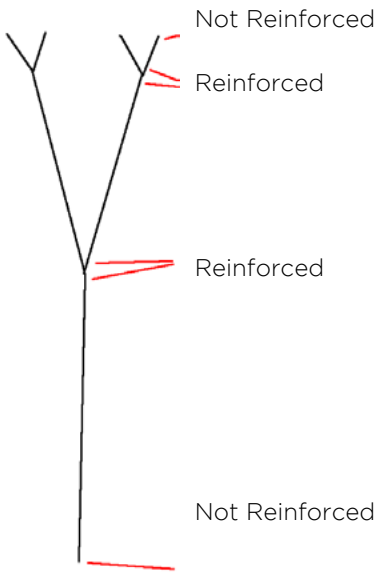


Sheathed lines have external reinforcing

Microline – yellow thread marks the reinforced end for the line junction

Micoline – white thread marks the non-reinforced end

When replacing lines, ensure the reinforced and non-reinforced ends are the correct way up; the reinforced ends should be at the line junctions:



All lines are connected to other lines or to tabs with lark's foot junctions. Make sure that these are joined correctly with interlocked and not a looped junctions.

Interlocked junction – correct

Looped junction – incorrect

Interlocked junction – correct

Looped junction – incorrect

Lines should be symmetrically placed on the tab, except for the A tabs, which are inclined backwards to align with the direction of pull of the line. When assembling the lines, the A tabs should be angled back, and the B, C and D tabs should be perpendicular to the canopy undersurface.

Environmental protection and recycling

Our sport takes place in the natural environment, and it is our responsibility to do what we can to preserve our environment. A glider is basically made of nylon, synthetic fibres and metal. At the end of your paraglider's life, please remove all metal parts and put the different materials in appropriate waste/recycling facilities.

Technical Data

Materials

The LYNX 2 is made from the following quality materials:

Top surface	Double-coated Porcher Skytex 27g/m² with 32g/m² in the CCB area
Bottom surface:	Double-coated Porcher Skytex 27g/m²
All ribs	Porcher Skytex 27g/m² Hard
Nose reinforcing	High tenacity nylon 2.0mm Black
Main risers	12mm Kevlar-reinforced webbing
Speed riser	10mm Dyneema webbing
Line attachments	Soft links with Dyneema covers
Speed-bar pulleys	Lightweight Sprenger pulleys and LFR16 friction rings
All lines	Edelrid 8001 Pro Dry Kevlar micro-lines (unsheathed)
Brake lines	PPSL yellow
Brake handles	Standard BGD handles with snaplock attachments

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

	XS	S	M	ML	L
Linear scaling factor	0.92	0.96	1	1.04	1.08
Projected area (m^2)	16.5	17.8	19.5	21.2	22.9
Flat area (m^2)	19.5	21	23	25	27
Glider weight (kg)	3.2	3.4	3.8	4.1	4.3
Total line length (m)	209	226	247	268	290
Height (m)	6.7	7	7.3	7.6	7.9
Number of main lines	3/3/3	3/3/3	3/3/3	3/3/3	3/3/3
Cells	65	65	65	65	65
Flat aspect ratio	6.2	6.2	6.2	6.2	6.2
Projected aspect ratio	4.6	4.6	4.6	4.6	4.6
Root chord (m)	2.2	2.3	2.4	2.5	2.6
Flat span (m)	10.9	11.3	11.8	12.3	12.8
Projected span (m)	8.7	9.1	9.5	9.9	10.3
Weight range (kg)	60-75	65-85	75-95	88-108	100-120
Trim speed (km/h)	39	39	39	39	39
Top speed (km/h)	58	58	58	58	58
Min. sink (m/s)	1	1	1	1	1
Best glide	11	11	11	11	11
Certification	EN+LTF: C	EN+LTF: C	EN+LTF: C	EN+LTF: C	EN+LTF: C

Glider overview diagram

Risers

Brake

Brake line

Pulley

Swivel

Neoprene handle

Snaplock

Rear-riser steering

C-handle

speed riser

hook-in loop

Soft links with neoprene covers

The main A riser should be used for launch, without the AR3

Accelerator system

Universal attachment loop

Lightweight pulleys

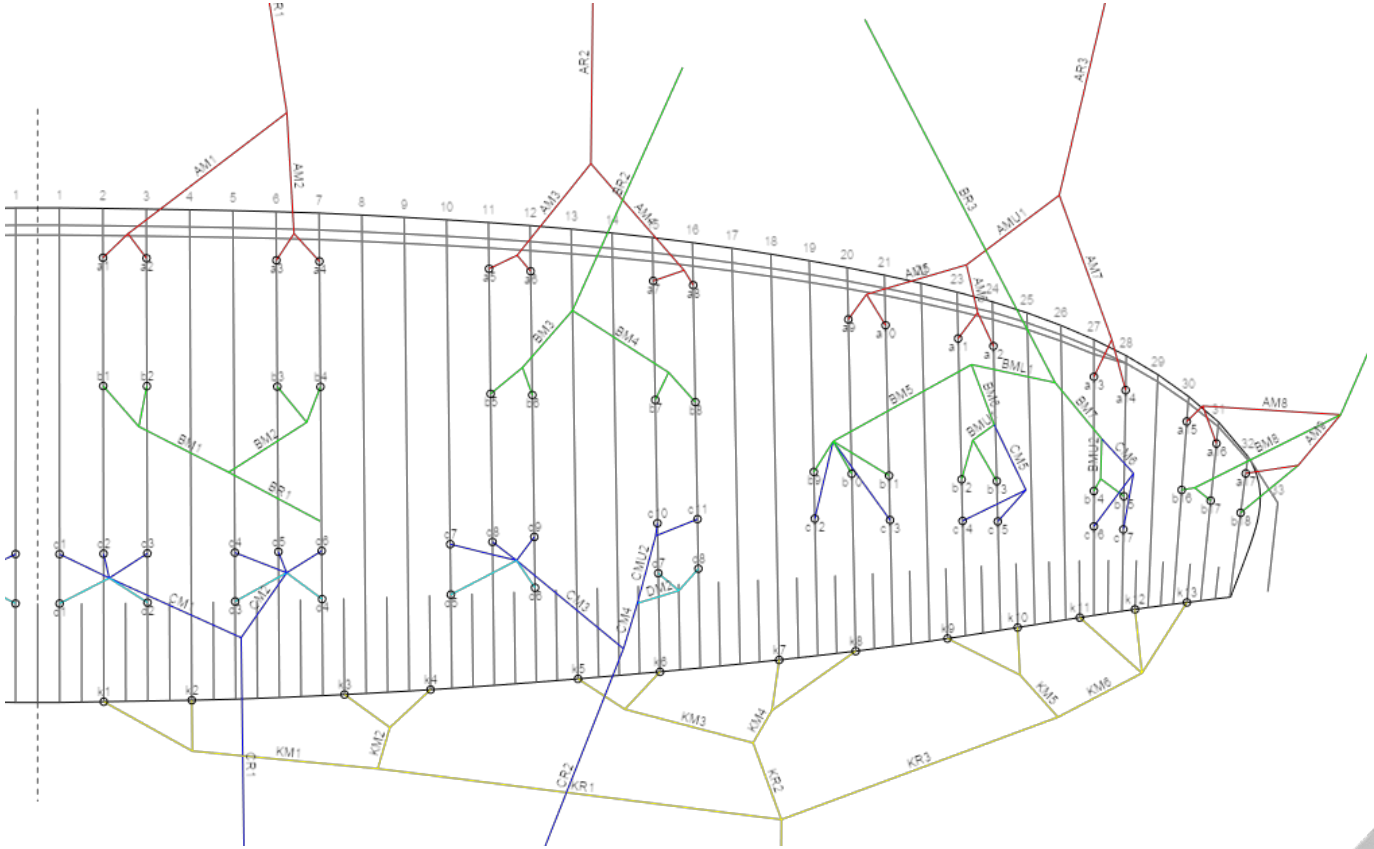
The riser set does not have trimmers, or any other adjustable or removable device.

Riser lengths and brake & accelerator travel

Size	Riser length (mm)*	Accelerator travel (mm)	Brake range (cm)**
XS	450	150	50
S	500	180	53
M	500	180	55
ML	500	180	57
L	500	180	60

*Actual riser lengths may differ by not more than 5mm
** Maximum symmetrical control travel at maximum weight in flight

Line Plan


AM1
AM2
AM3
AM4
AM5
AM6
AM7
AM8
AR1
AR2
AR3
BM1
BM2
BM3
BM4
BM5
BM6
BM7
BM8
BML1
BR3
CM1
CM2
CM3
CM4
CM5
CM6
CMU1
CMU2
KM1
KM2
KM3
KM4
KM5
KM6
KR1
KR2
KR3

Line Lengths

All measures are in mm, and were measured with 50N line tension which was slowly and gradually applied.

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

As part of the EN certification process, the lengths of the suspension lines, control lines and risers for the sample glider were checked against the manual measurements, after the test flights were carried out. The difference in line lengths between the manual and the sample may be no more than 10mm. The measured lengths are in the appendix.

BRUCE GOLDSMITH DESIGN

Size M

	A	B	C	D	K
1	7386	7265	7378	7450	7964
2	7338	7222	7311	7362	7692
3	7289	7176	7284	7351	7412
4	7309	7182	7266	7365	7423
5	7219	7107	7246	7333	7193
6	7175	7074	7286	7237	7007
7	7110	7024	7245	7163	6902
8	7123	7044	7170	7169	6960
9	6933	6970	7147		6820
10	6900	6897	7097		6749
11	6832	6863	7107		6721
12	6826	6804	7018		6738
13	6711	6804	6920		6864
14	6702	6742	6861		
15	6561	6751	6853		
16	6510	6601	6787		
17	6463	6576	6796		
18		6561			

Bridle check ▲
Single line lengths ▶

A		B		C		D		K	
a1	265	b1	283	c1	930	d1	1002	k1	507
a2	217	b2	240	c2	863	d2	914	k2	235
a3	238	b3	254	c3	836	d3	721	k3	398
a4	258	b4	260	c4	636	d4	735	k4	409
a5	268	b5	274	c5	616	d5	750	k5	442
a6	224	b6	241	c6	656	d6	654	k6	256
a7	247	b7	252	c7	662	d7	267	k7	322
a8	260	b8	272	c8	587	d8	273	k8	380
a9	297	b9	726	c9	564			k9	355
a10	264	b10	653	c10	232			k10	284
a11	277	b11	619	c11	242			k11	413
a12	271	b12	332	c12	774			k12	430
a13	263	b13	332	c13	676			k13	556
a14	254	b14	219	c14	236				
a15	299	b15	228	c15	228				
a16	248	b16	249	c16	186				
a17	264	b17	224	c17	195				
		b18	365						
AM1	1391	BM1	1679	CM1	1198	DM2	695	KM1	1334
AM2	1321	BM2	1619	CM2	1380			KM2	891
AM3	1366	BM3	1390	CM3	1274			KM3	1063
AM4	1278	BM4	1328	CMU2	664			KM4	892
AM5	1268	BM5	677	CM5	549			KM5	860
AM6	1185	BMU1	396	CM6	467			KM6	703
AM7	3390	BMU2	389	CR1	4730			KR1	3146
AM8	348	BM8	441	CM4	895			KR2	2711
AM9	285	BR1	4773	CR2	4789			KR3	2628
AR1	5205	BR2	4913	CR2	5016			KL1	2926
AR2	5060	BM6	512						
AMU1	2322	BM7	1616						
AR3	2533	BR4	5390						
		BML1	1051						
		BR3	3996						

BRUCE GOLDSMITH DESIGN

Service Booklet

Test flight record

Model	
Size	
Serial Number	
Colour	
Date of test flight	
Dealer signature / stamp	

BRUCE GOLDSMITH DESIGN

Service Records

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 :

BRUCE GOLDSMITH DESIGN

Owner Record

Pilot No 1

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

BRUCE GOLDSMITH DESIGN

Owner Record

Pilot No 2

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

Closing Words

Your paraglider is an advanced, stable glider that will give you many hours of safe and enjoyable flying, provided you treat it with care and always respect the potential dangers of aviation.

Please remember that flying can be dangerous and your safety depends on you. With careful treatment your wing should last for many years. It has been tested to current international airworthiness standards, and these represent the current knowledge concerning the safety of a paraglider. However, there are still many unknowns, 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, adapt to the weather conditions and always 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.

Have fun, and see you in the sky!

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