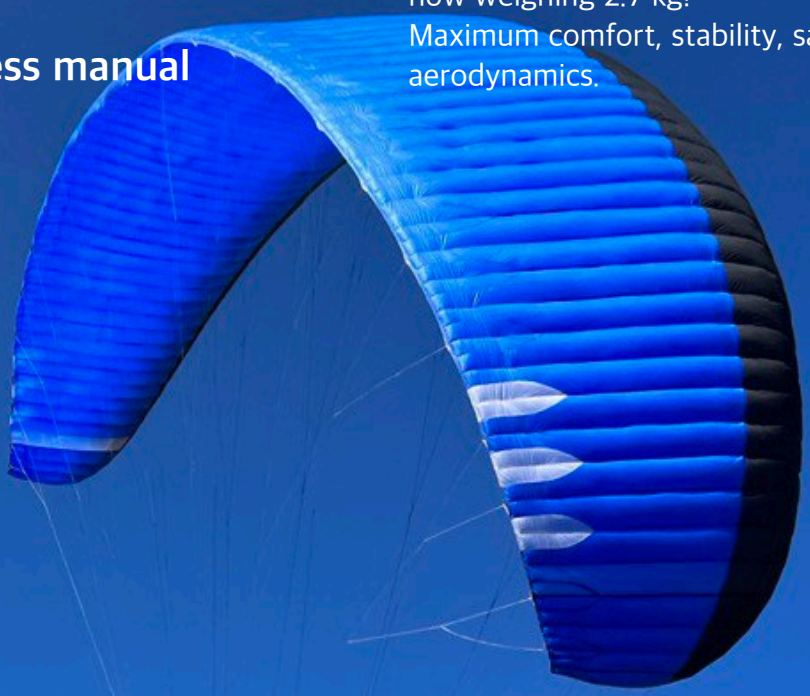
BF CORVO

2 Reserve cocon harness manual

Everything you loved in racing competitions but now weighing 2.7 kg!
Maximum comfort, stability, safety, aerodynamics.





v.1 English version 04.11.2024

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Thank you..

...for choosing BogdanFly. We are confident you'll enjoy many rewarding experiences in the air with our equipment.

This manual contains important safety, using and maintenance information. Read it before your flying, keep it for reference, and please pass it on to the new owner if you ever re-sell your equipment.
Any updates to this manual, or relevant safety information, will be published on our website and facebook/instagram page.
Beautiful flying and safe landings, BogdanFly team

About BogdanFly..

My name is Bogdan and I just love travelling with a paraglider around the world. But it's hard to do that with a heavy backpack on. I couldn't find any light cocoon on the market that would suit me. That is why I had to recruit a team to create my own brand :)



About BF_Corvo cocon harness..

The idea to create a lightweight competition harness with 2 parachutes first came to me in 2019 when I went with Daria Krasnova to the final of the PWC Cup in Brazil.
I was shocked by how heavy the cup pilot's backpack was and helped Daria carry it.

The task was to make a stable harness that would have 2 reserve parachutes under the seat, good durability and a weight of up to 3 kg.

The name "Corvo" comes from the beautiful island of the same name in the Azores, over which I always dreamed of flying and in March 2024 I managed to do it :)

WARNING

Paragliding is a potentially very dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an BF harness harness is undertaken with the full knowledge that paragliding involves such risks.

As the owner of an BF harness you take exclusive responsibility for all risks associated with its use. Inappropriate use your equipment will increase these risks. Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.



Use only certified paragliders, harnesses, reserve parachutes and carabines. Please remember that flying outside of certified congurations may jeopardize any insurance (e.g. liability, life etc) you have. It is your responsibility as the pilot to verify your insurance cover.

Make sure you complete a through daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment.

If you need to dispose of your equipment, do not dispose of it with your normal household waste.

Remember, PLEASURE is the reason for our sport!

TECHNICAL SPECIFICATIONS ≪BF_Corvo≫

Size table	40-60 kg	60-70 kg	70-80 kg	80-95 kg	95-110 kg
155-167 cm	XS	XS	S	S	-
167-173 cm	S	S	S	S	M
173-178 cm	M	M	M	M	L
178-183 cm	M	L	L	L	XL
183-188 cm	L	XL	XL	XL	XL
188-200 cm	-	XXL	XXL	XXL	XXL



Max flying load is 120 kg

Two Integrated parachute compartment under the seat.

Maximum volume – **2 * 5.5 L**
Maximum acceptable length of each side for a folded parachute
23cm - 17 cm - 16 cm

Harness weight

BF_Corvo L - total 2690 gram

Removable seat&back plate - 270 gram
Removable cockpit instrument panel - 60 gram
Inflate protector - 350 gram
Edelrid Carabines - 100 gram

Delivery & Options

The standard equipment of the BF_Corvo harness includes:
a harness, Edelrid Foras carabiner, 2 reserve line, removable seat&back plate, 2 reserve handle, speed bar, removable velcro cockpit panel for instruments.

IMPORTANT NOTICE

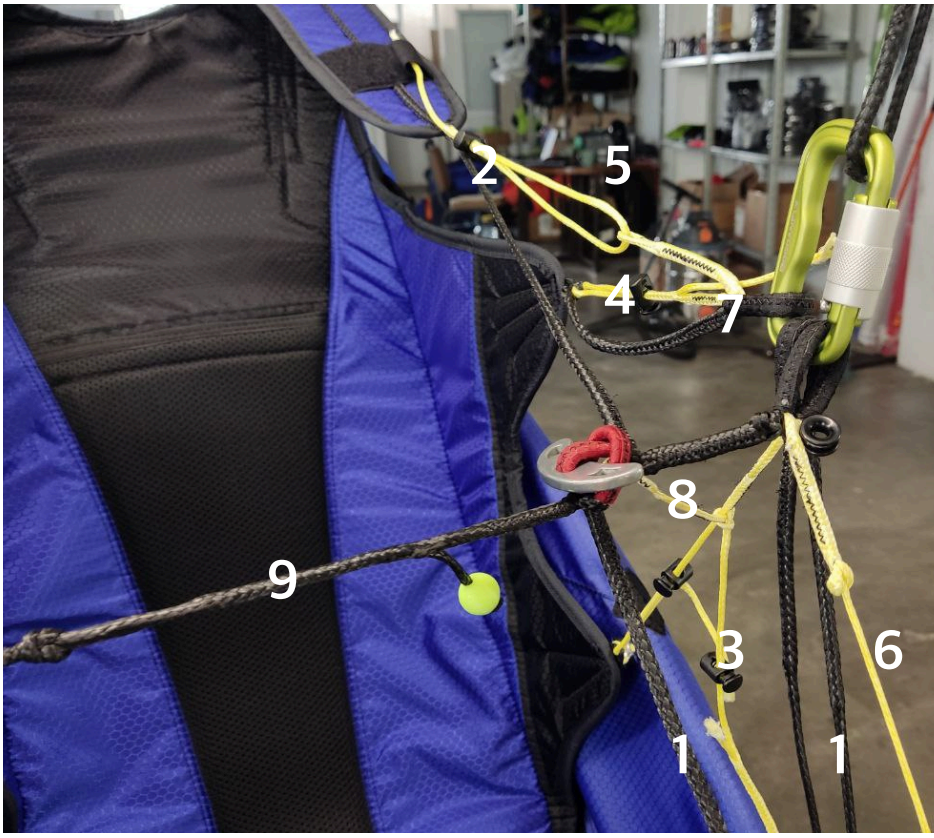
≪Handle with care≫

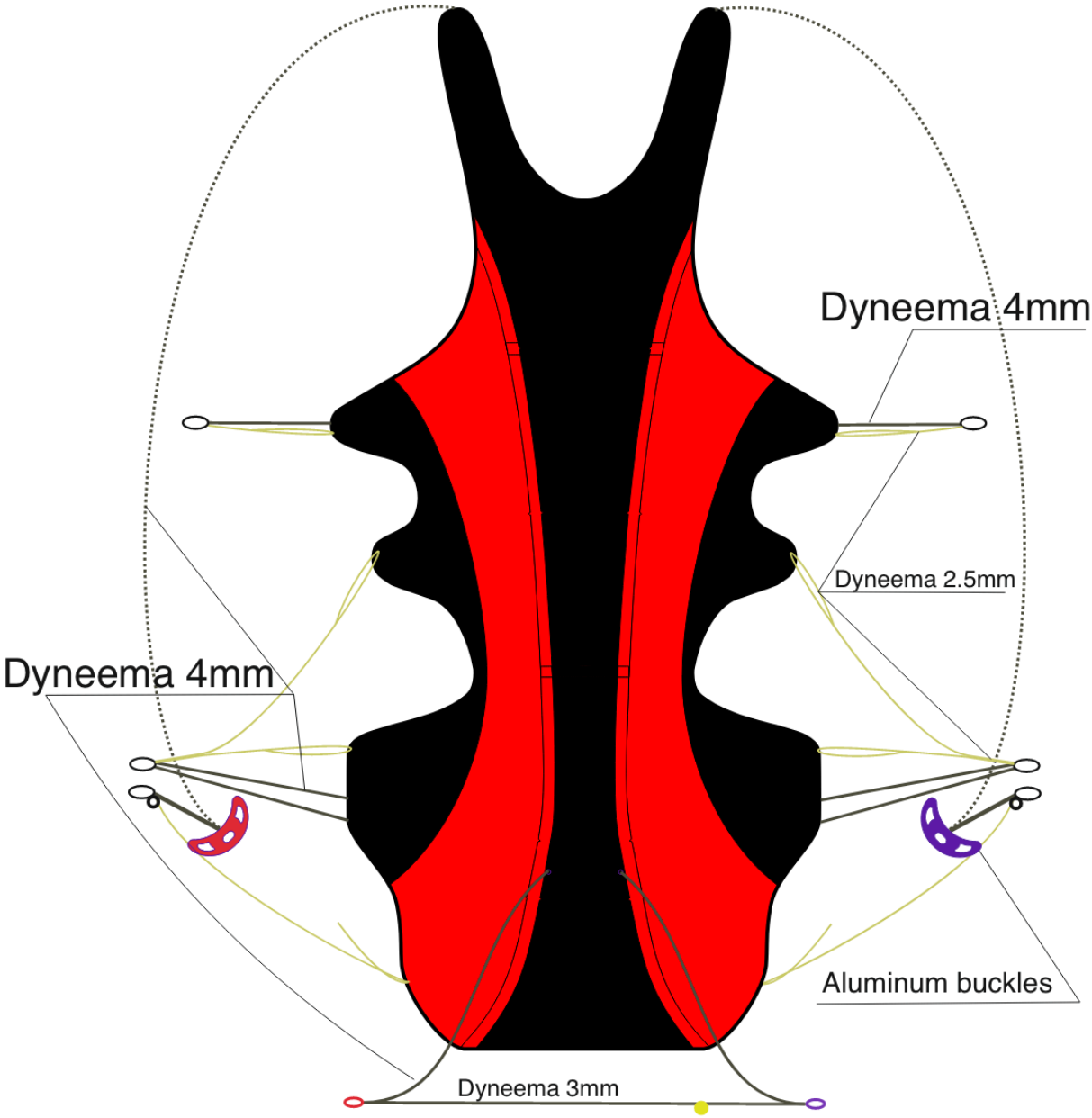
The ≪BF Corvo≫ has a lightweight design and, like any paragliding equipment, requires careful and attentive use. The choice of materials and design make the harness sensitive to damage caused by inappropriate ate handling. The lifespan of this product very much depends on your awareness and consideration.

All power lines are secured in on the carbine / softlink. Therefore, it is **FORBIDDEN to use non-certified carbines / softlinks of unknown manufacturers**. This is your safety and responsibility, remember.

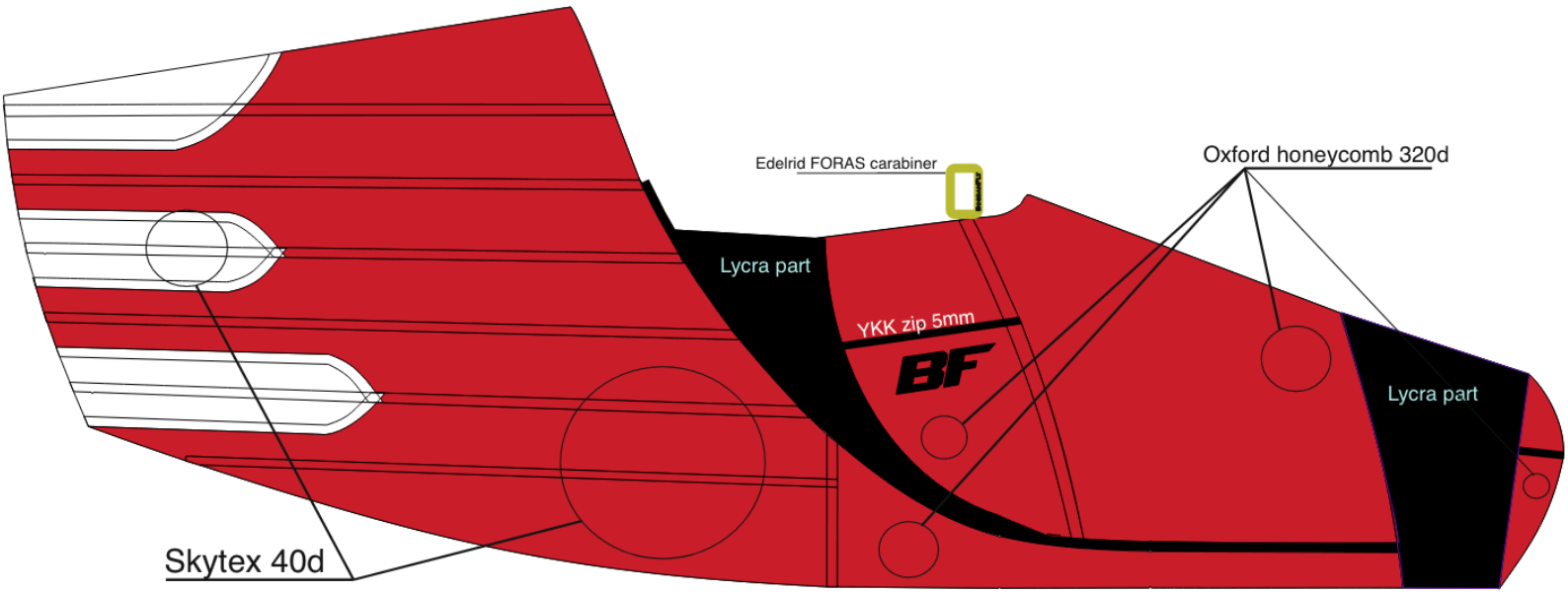
We can only supply our harnesses with original and tested Edelrid FORAS carbines. But like any aluminum carbines, you should dispose of them no later than after 5 years or 500 hours of flight.

1) 4mm*2 Get-UP, main leg line. 2600 kg
2) 4mm Shoulders line 1300 kg
3) 2.5mm Seat adjustment 590 kg
4) 2.5mm Back adjustment
5) 2.5mm Shoulders adjustment
6) 2.5mm Leg adjustment
7) 4mm Back main line 1300kg
8) 2mm ABS line 390kg
9) 3mm chest line 900kg
10) 5mm Reserve lines 2400 kg





Material list



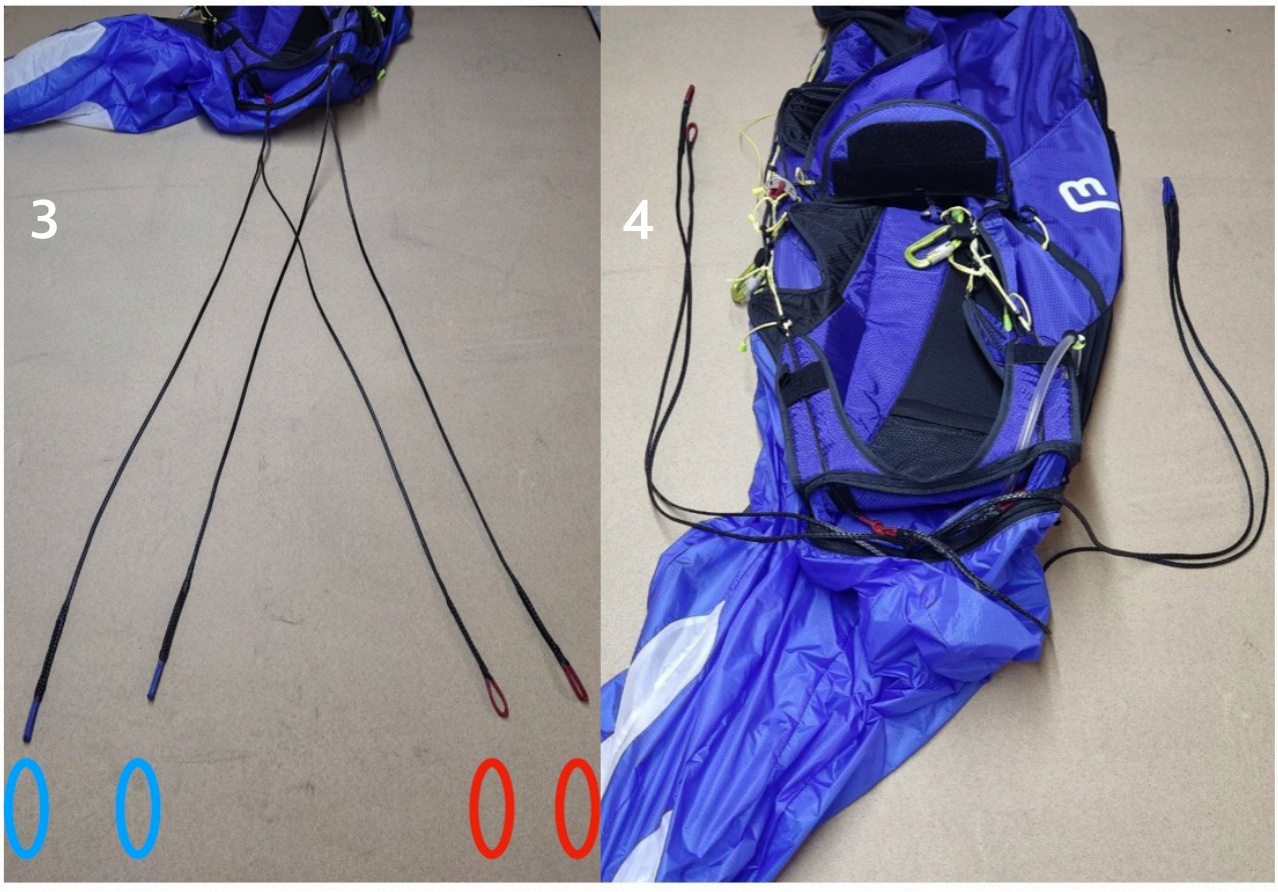
- Inner, TAIL fabric: Skytex. Porcher-ind (France)
- YKK zip (Japan)
- Lucra: Wouters Textiles (Netherlands)
- Foras carbines. Edelrid (Germany)
- Webbing: J.Guerra (Portugal)
- Aluminum buckles (Ukraine)
- Plastic line (Ukraine)
- External fabric: Oxford 320 Berotex (Poland)
- Foam inside 4; 10mm (Latvia)
- Dyneema lines 1.3, 2, 2.5, 3, 5mm. Liros D-pro (Germany)

Inflate pillow under seat:
- TPU180 film. Expafol (Spain)
- Oxford 320D honeycomb. Berotex (Poland)
- Kite TPU valve (China)

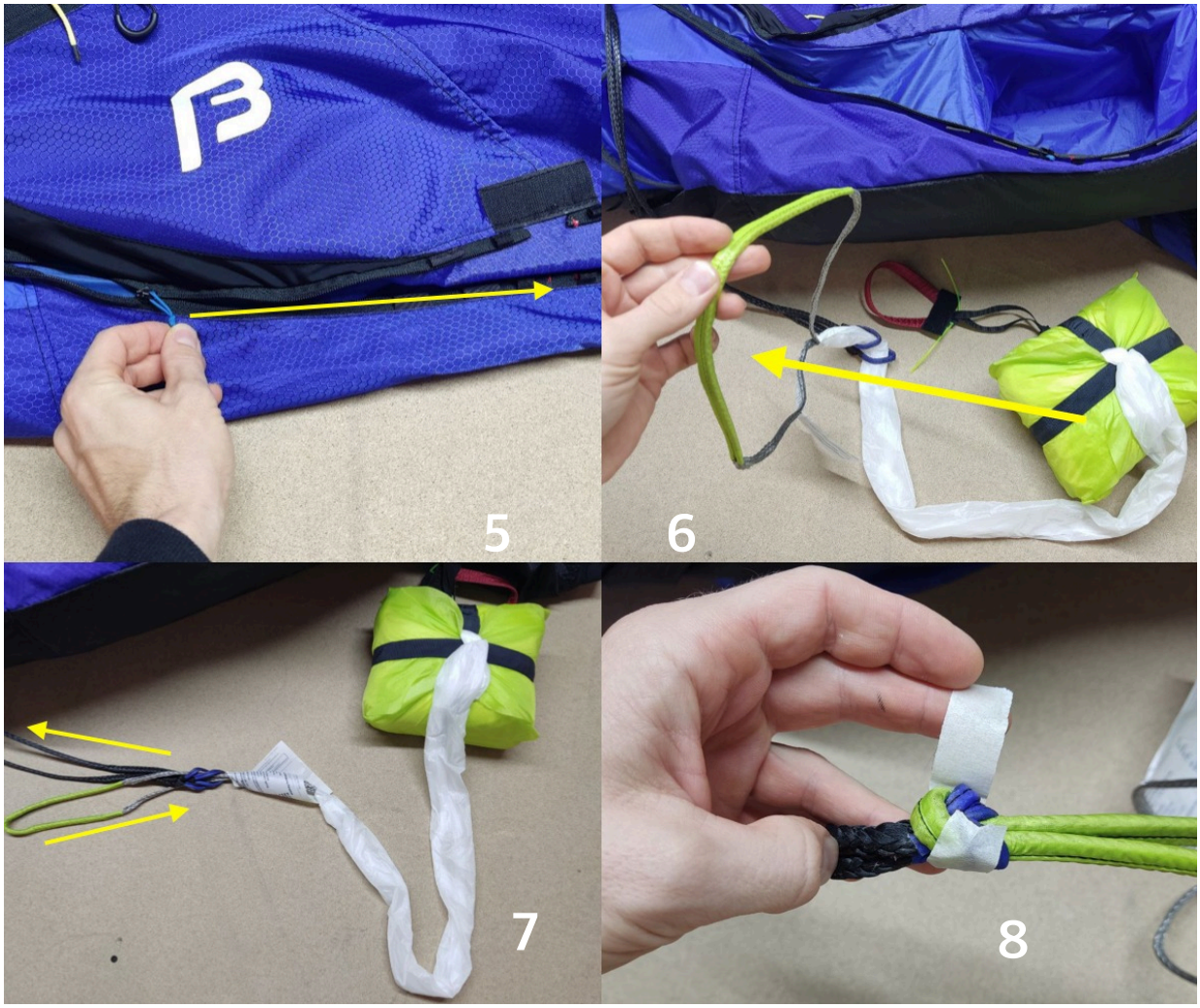
Reserve parachute installation:



1) Install the handle on both parachutes using the self-tightening loop.
2) **!!!** do this on the long side of the parachute.



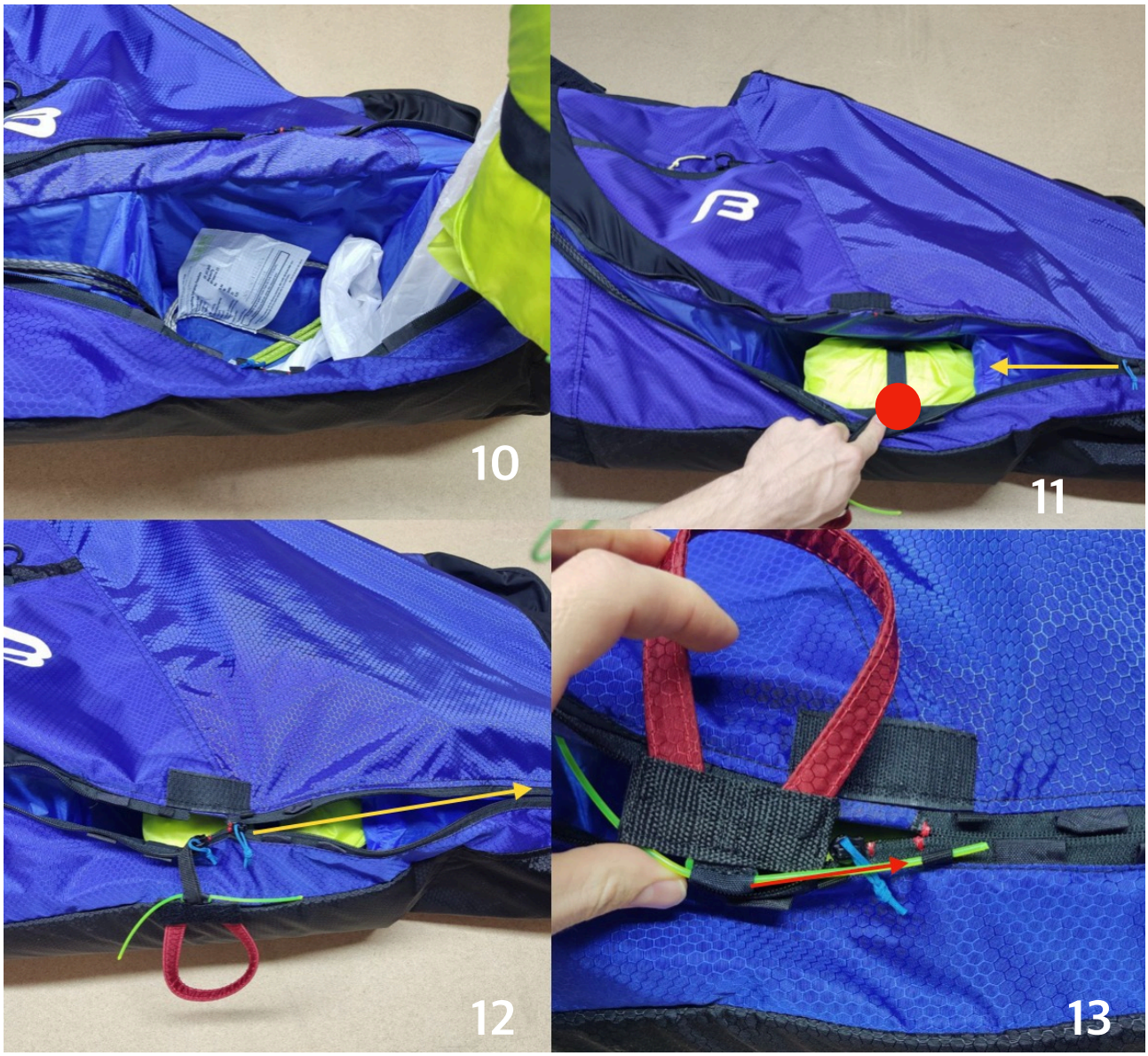
3) Lay out the parachute lines as shown in the picture.
!!! Red loops on one side, blue on the other.
4) Place the lines towards the containers.



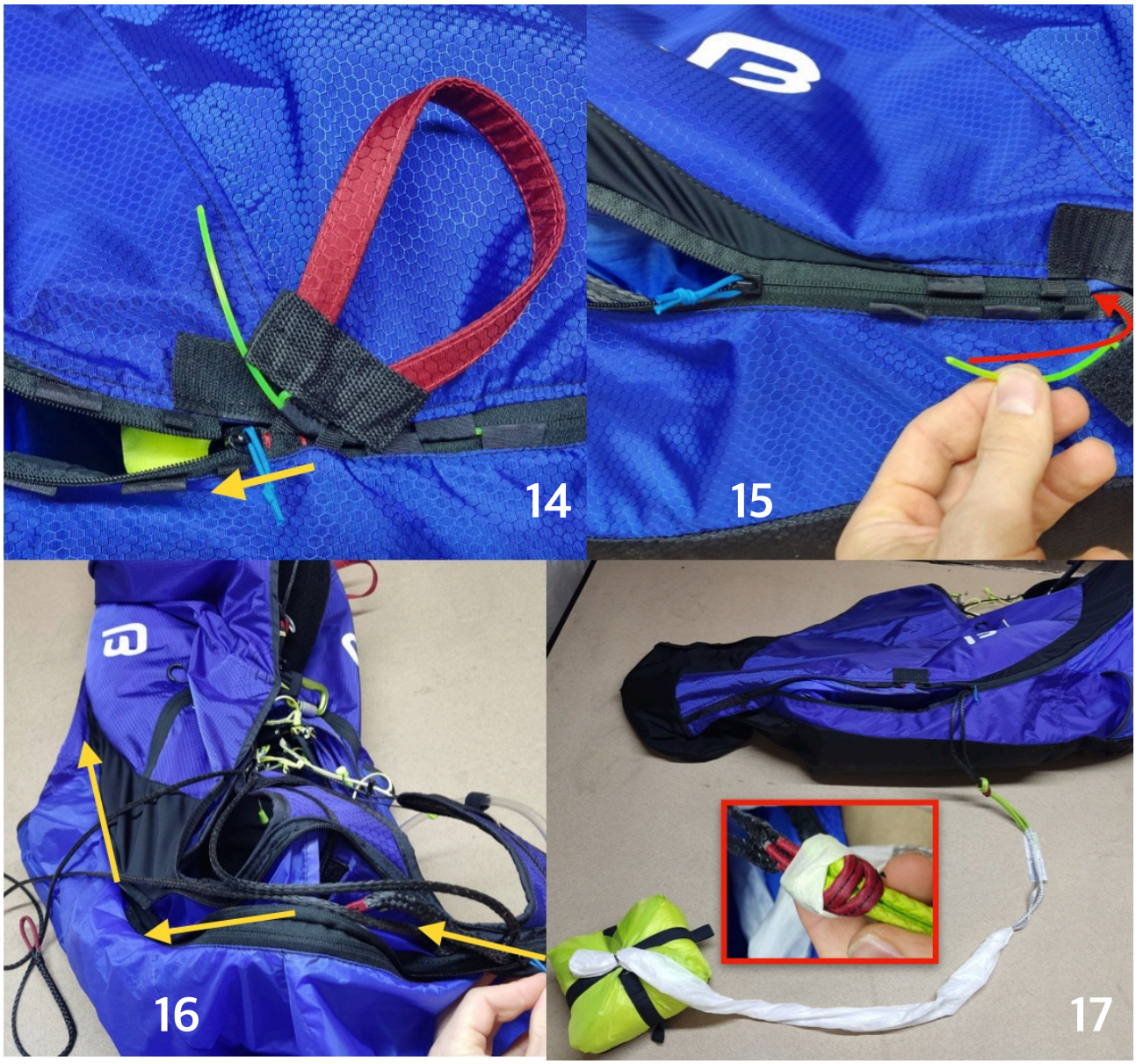
5) Move the main (with the rope) check runner from the left side of the harness to the right. Fully unzip the zipper until it stops at the red mark.
6) Connect the **RIGHT parachute** to the lines using a noose knot or softlink (if the loop on your parachute is small)
7) tighten the loops well.
8) you can additionally secure the knot with adhesive tape.
CHECK AGAIN THAT THE PARACHUTE LINE LOOPS ARE THE SAME COLOR (only blue or only red)



9) The free line of the parachute should be 1.2-1.5 m!
So that the parachute does not uncheck prematurely on an outstretched arm.



10) Place the black lines of the parachute in the channel for them. Place the remaining lines of the parachute inside the container in a neat zigzag.
11) Place the parachute in the compartment.
!!! If the loop for the handle is not located in the center of the container, then **turn the parachute so that the handle is at the bottom.**
Move the zipper slider until it stops at the red marks.
12) Close the zipper on the cocoon completely.
13) Install the plastic line of the handle in **EVERY loop.**
!!! Do this carefully so as not to open the zipper.



14) Insert the second part of the zipper into the main runner and zip it up. Be sure to do this when the runner hits the red mark so that the zipper does not get skewed after you close it.
15) Insert the plastic handle line into each loop.
16) Close the entire channel for the parachute lines along the entire harness.
17) Connect the **LEFT parachute** to the harness.
!!! Check again that the loops of the parachute lines of the harness are the same color.



18) Place the left parachute in the harness compartment. Zip it all the way up.
19) Insert the zipper pull inside the elastic to hide it.
It MUST come out of the top of the zipper.
DO THIS CAREFULLY SO AS NOT TO DISCONNECT THE ZIPPER.
20) Insert the plastic handle line into the loops.
21) Zip the cocoon and insert the rest of the parachute handle.
Done! :)



RESERVE PARACHUTE ACTIVATION

It is strongly recommended to frequently check your reserve parachute handle location while in flight. This exercise should be executed instinctively and will increase your chances of a successful parachute extraction in case of an emergency.
Estimate your AGL which if high enough may make it worth trying to bring your wing back to a normal flying configuration. If in doubt quickly deploy your emergency parachute.
Deploying a rescue parachute should only be done in an emergency.
With a strong lateral on the right side, pull the handle towards you and then throw the parachute away from you (including the container and its handle) toward a clear unobstructed area of the sky.
As soon as the parachute deploys, bring as much of the glider as possible toward you by pulling symmetrically on the “C” or “D” risers or on the toggles / brakes.
Be prepared to land by adopting an upright position with knees together and legs slightly bent.
Prepare to roll down, hands on your chest, ankles together with pivoting hips and shoulders in a Paragliding Landing Fall (PLF) configuration.

1 - grab the red(or lime on red harness) handle.
2 - with one movement, throw the parachute sharply away from you. to the side and slightly up.
3 - quickly move to an upright position for landing.

And remember, don't fly in bad weather: strong wind, rain. This increases the likelihood that you will have to use a parachute.

Mandatory controls.
- Ascertain parachute deployment functionality by pulling the handle to activate a clean POD extraction sequence. - Inspect the harness for wear and tear.
Annual check
- An annual deployment and repacking of the reserve parachute must be conducted by competent and certified personnel.

Green - Optimal throwing direction.
Orange - ok
Red - prohibited



Installation of a protector:



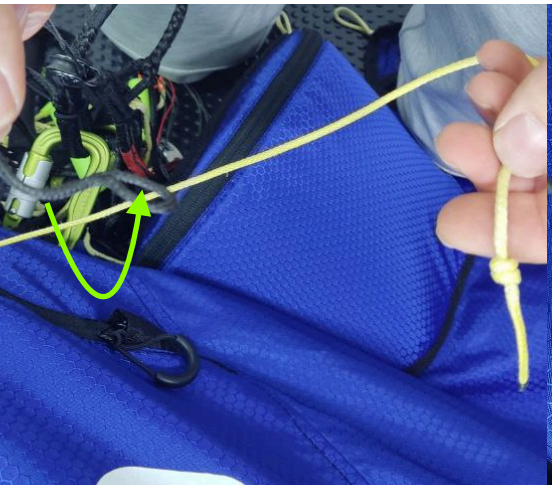
-Open the tail/trunk zipper.
-Open the zipper of the protector compartment, which is located inside the trunk.
-Insert the protector, with the side without the tube first.
-Close the zipper of the protector compartment and protector the tube through the hole in the right shoulder strap.

Wing and speed bar connection.

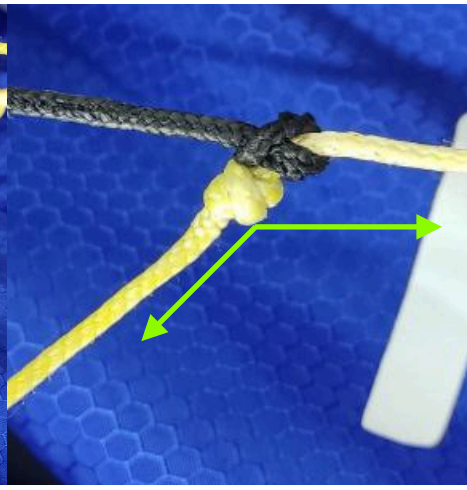
Connect the wing riser to the wing via a carabiner or a soft- link.

Note that the A row should face forward in the direction of flight, and the speed bar blocks should face outward.







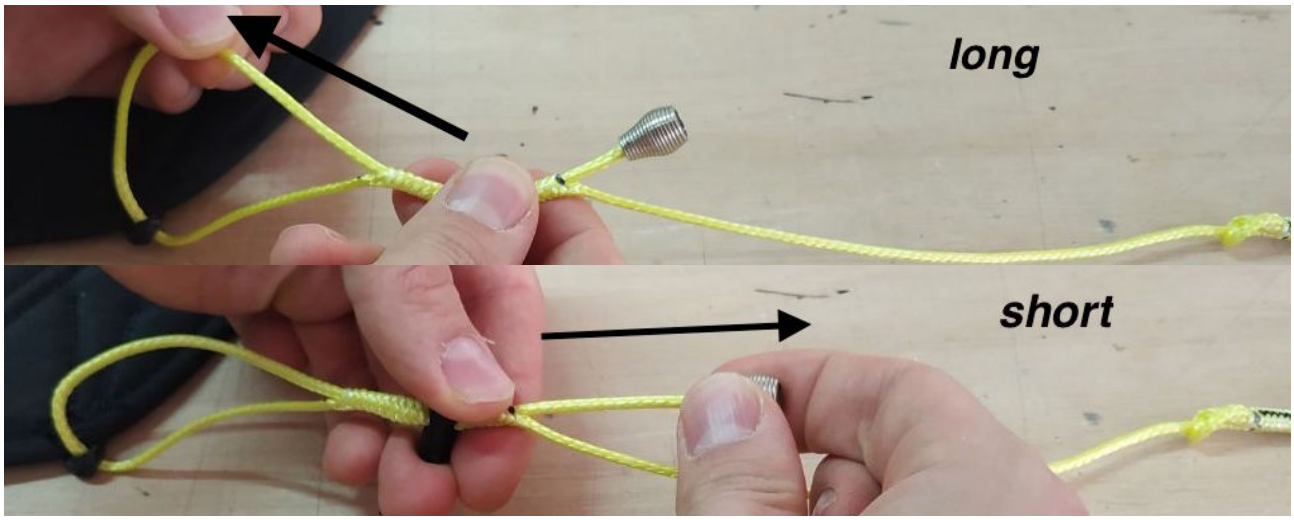


The speed bar is attached using a loop knot like on kites.
-Make a loop on the speed bar line on the wing risers.
-Insert the harness speed bar line there and tighten the loop.
-Move the knot on the harness speed bar line to adjust the length.

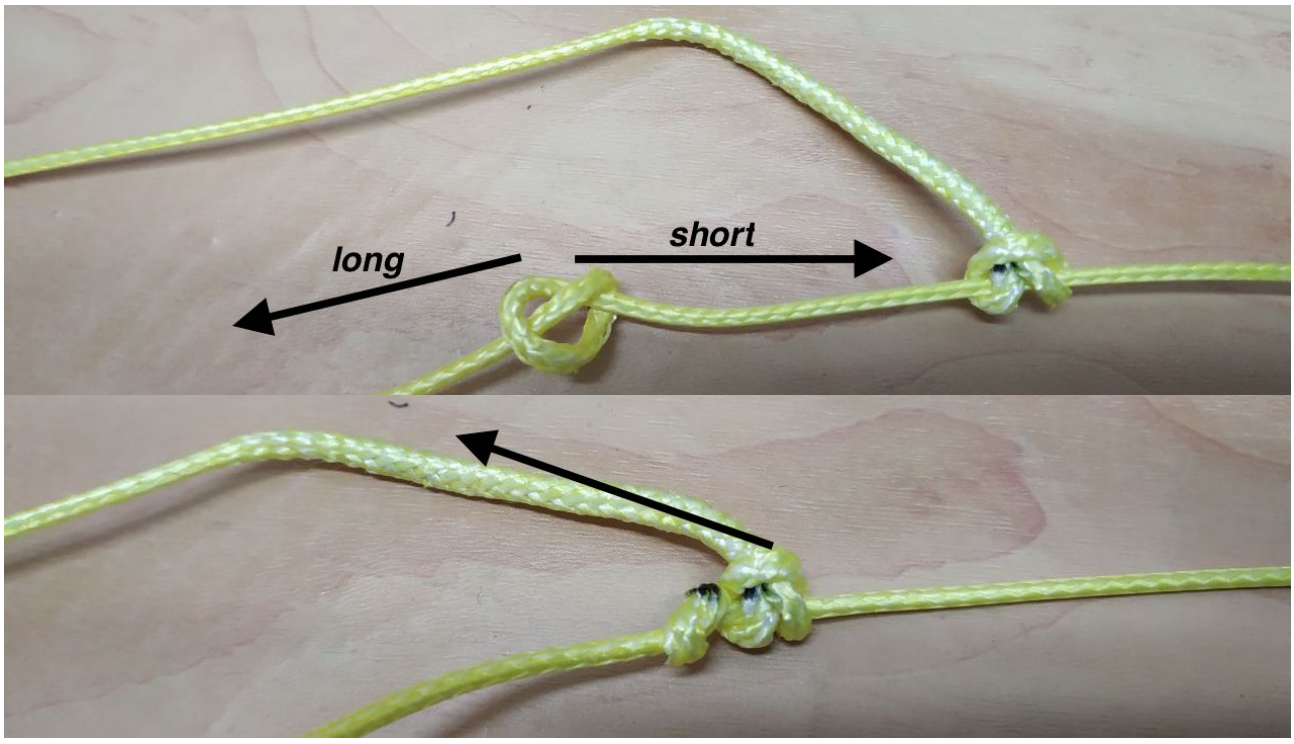
IMPORTANT: BF does not use ≪Brumel hooks≫ because it is convinced that this is an outdated, useless and dangerous invention.
The thin lines of modern paragliders can easily get stuck in brumel, and they can also sometimes open on their own. You may not notice this and take off without a speed bar connected.

Harness settings

1) Splitting. The main type of regulation is on the harness. To shorten or lengthen the adjustment follow the instructions in the picture.



2) The kite knot is used to adjust the length of the cocoon. To change the adjustment length, move the normal knot to the desired distance and then the running knot

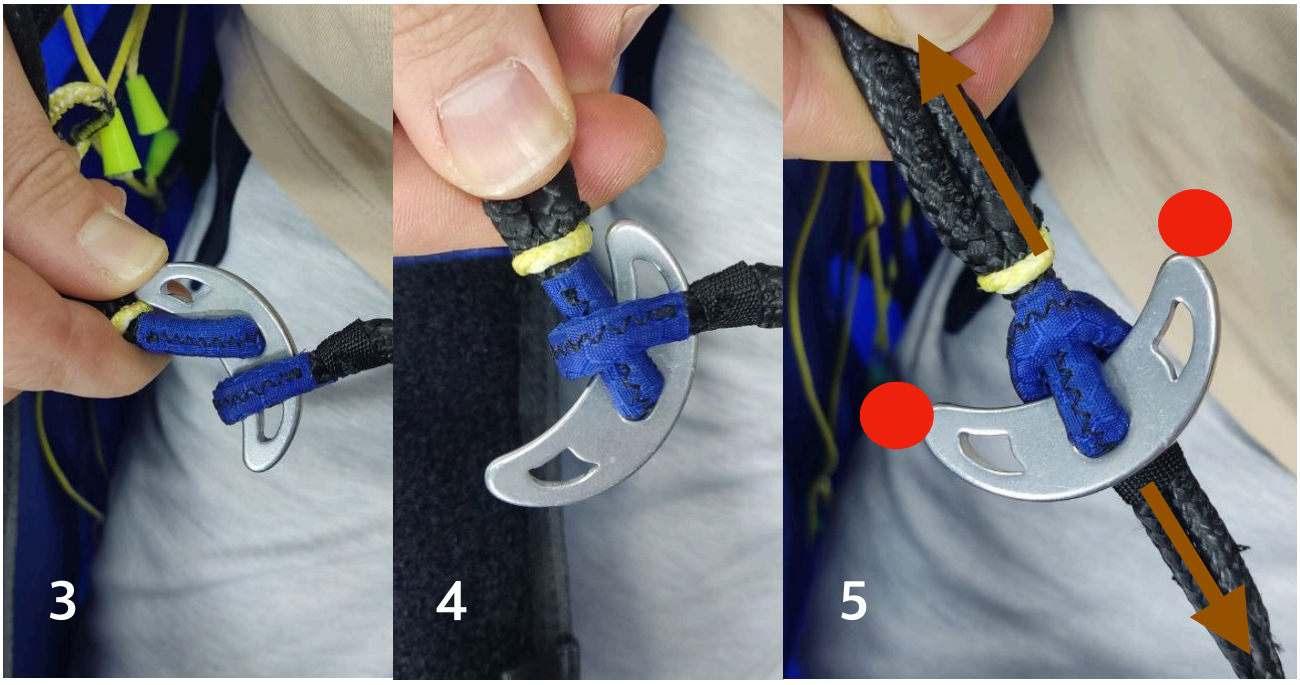


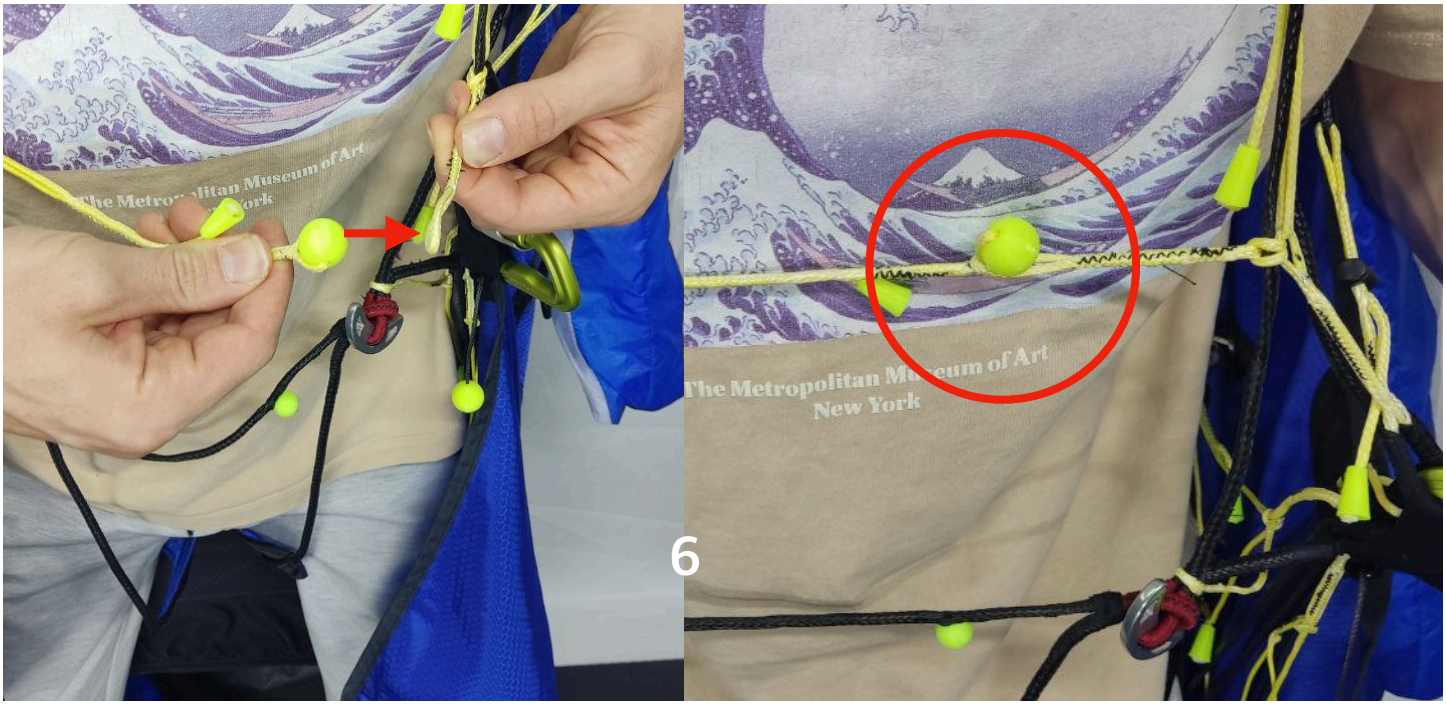
Go to fly. Putting on the harness before flying.



1) Wear the harness on your shoulders like a backpack
2) Get it from the bottom of the get-at line

3,4) Take the buckle straight along the line and insert it into the loop.
5) **Pull the line down so that the buckle is at a 90 degree angle to the dyneema lines and the loop is tight.**

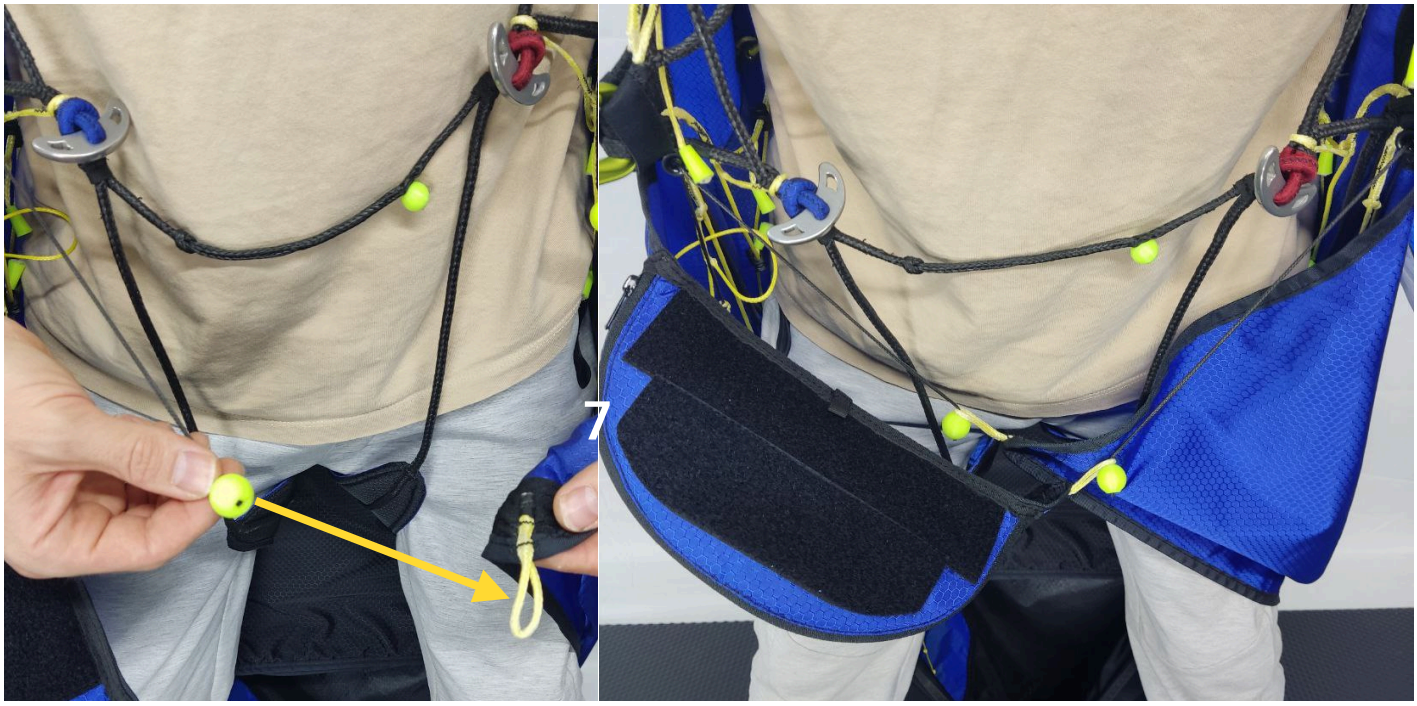




6

6) Attach the chest strap with the ball

7) Fasten the cocoon closing balls.
!!! First the right, then the left ball.



7

Important information regarding maintenance, inspection intervals

1. Checks our harness
Check the connections and lines are straight before each flight.
Check the black line in detail for wear every 50 hours of flight or after an emergency landing.

To check the inflatable protector, it must be strongly inflated. if in 1-2 hours the pressure inside has not decreased, then the pillow is working. Small holes that may occur during the exploitation (getting small thorns or stones into the harness) can be repaired using a special patch that comes with the kit.

2. Repair and maintenance:
- With careful handling, the harness life is more than 500 hours. She has no parts to replace.
- In case of a tear in the outer shell: cover the tear with a sticky cloth, just like you repair your paraglider.

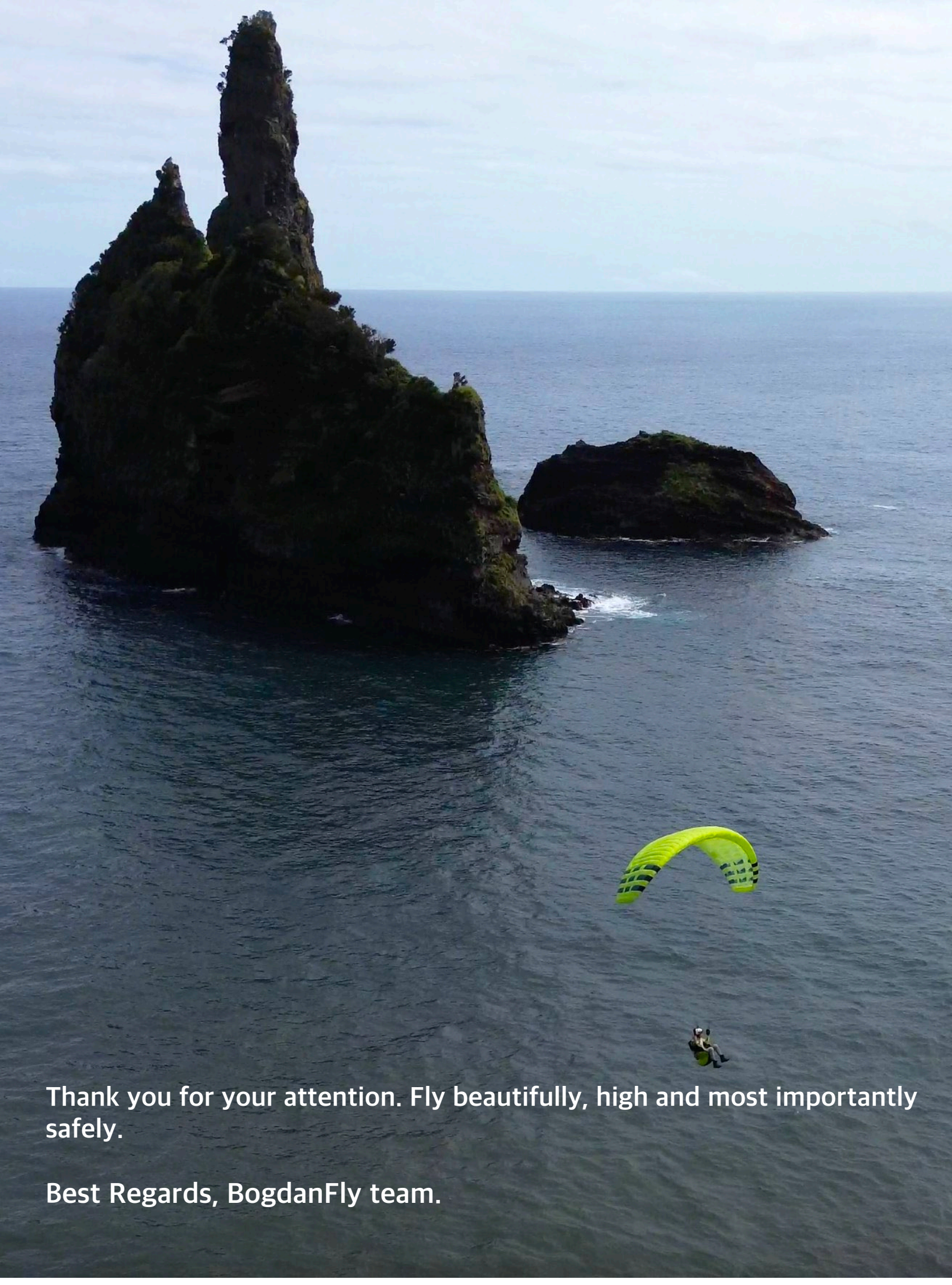
Any damage to the dyneema line must not be repaired by yourself! Is it dangerous. Please contact the manufacturer.
- **Cleaning:** it is forbidden to washing in the washing machine. Remove dirt and dust from the harness surface with a damp cloth, **without chemical cleaners!**

Operating limits

In the BF_Corvo you can take a SIV-course (only if you have a rescue boat). Do towing. Light acro(spiral, sat, wingover, helico) - ok.

Towing

To takeoff under tow you must be equipped with a quick release specially designed for the task.
Connect the towing release system to the main carabiner attachment points in accordance to manufacturer recommendations.
Before towing you should consult with a competent towing out t about safety recommendations.



Thank you for your attention. Fly beautifully, high and most importantly safely.

Best Regards, BogdanFly team.