



ADVANCE EPSILON<sup>8</sup>

Getting started

# Welcome to ADVANCE

Many thanks for choosing an ADVANCE product. We wish you a lot of fun and many rewarding hours in the air with it.

This guide gives you a brief look at using the EPSILON 8, but it does not replace the manual, which can be downloaded from [www.advance.ch/epsilon](http://www.advance.ch/epsilon).

Register your EPSILON 8 on [www.advance.ch/warranty](http://www.advance.ch/warranty), so that you will get information about product updates and safety-relevant matters about the

EPSILON 8 - direct from us. This information is always available to download from our website on [www.advance.ch/safety](http://www.advance.ch/safety).



# You as Pilot

As an intermediate the EPSILON 8 is suitable for the recreational pilot who regularly flies in thermal conditions. This pilot will have a competent, well-practised active flying style. If this is the case the EPSILON 8 will make pure pleasure of extensive thermaling flights.

# Delivery and Setup

Every ADVANCE paraglider has to be flown by the dealer before delivery to confirm correct basic setup. Subsequent alterations to the paraglider made by the owner will invalidate the certification.

The brake line length is set at the factory so that there is free travel of ca. 8 cm. This setting should be kept as a general principle.

The free travel ensures that both during takeoff, and in fully accelerated flight, the trailing edge is not braked when brake lines

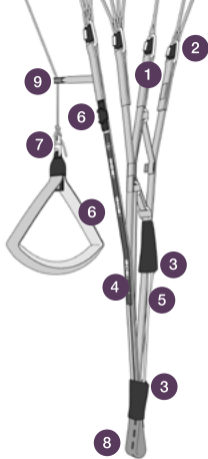
are fully released.

The EPSILON 8 delivery package contains:

- COMFORTPACK 2 rucksack
- Inner bag
- Compression strap
- Repair kit
- Mini windsock

# The risers

1. Big ears system with 'Quick Snap System'
2. Quicklinks and clips
3. Speed system pulleys
4. Speed Performance Indicator (SPI)
5. Brummel hooks
6. Magnet clips
7. Swivel
8. Suspension loop with 'Easy Connect System' marks
9. Brake ring

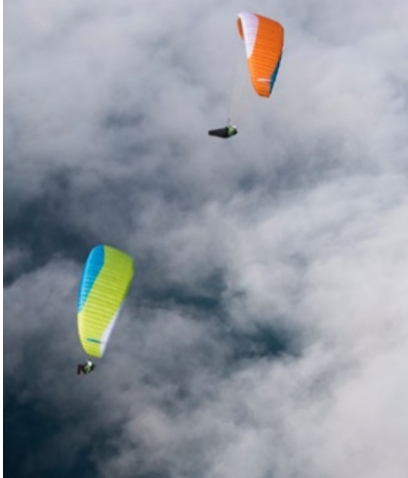


# Speed system with SPI

The Speed Performance Indicator (SPI) uses the EPSILON 8 polar curve and the McCready theory, and tells you the best speed to fly. The SPI gives you an indication of the speed increase to choose taking into account headwind, sinking air and the expected quality of the next thermal.

Take the time to set up your speed system.

- Make sure that the speed lines run freely through the harness pulleys.
- Pull the speedlines through the harness and connect them to the glider risers using the Brummel hooks.
- Adjust the length of the speed lines so that pushing the first and second speed bar steps reach SPI position 1 (30%) and position 2 (80%) respectively.





# Easy Connect

The EPSILON 8 has an 'Easy Connect System', compatible for ADVANCE harnesses and paragliders. It helps to ensure that you connect the wing to the harness correctly. The backs of the C-risers have coloured markings: red on the left, blue on the right in the direction of flight. When these markings appear correct from the pilot's point of view, and run correctly upward, this indicates that the risers are clipped in correctly.





# Expanded weight range

The EPSILON 8 weight range can be extended for dynamic flying and freestyle manoeuvres.

The extended weight range is approximately 10 kg above the recommended boundary for the 23 and 25 sizes, and 15 kg for 27 and 29 sizes. When the EPSILON 8 flown at its upper weights the higher wing loading produces a higher trim speed, resulting in a more dynamic and agile flying behaviour.

Specific pilot skill and correct technique is essential, especially in the expanded weight range, if manoeuvres like the wingover, helicopter, tail glide, reversal and asymmetric spiral are to be well flown with the EPSILON 8.

The EPSILON 8 still keeps its EN/LTF B rating at the higher wing loadings, confirming its high level of passive safety.

# Wet paraglider

If you fly a wet paraglider the risk of parachutal stall is heightened. Parachutal stall is often the result of a combination of factors. Water increases the weight of a wet canopy. More weight results in an increased angle of attack, which brings the glider closer to the parachutal stall boundary. In addition, water drops on the fabric have a bad effect on the laminar flow over the leading edge, and this significantly reduces the maximum achievable lift coefficient.

To minimise the risk of parachutal stall a wet glider should be braked as little as possible, and big ears never used. But, if the wing still goes into parachutal stall, recovery should be achieved by accelerating using the speed system only.

# Descent aids

The ADVANCE Test team recommend big ears as the main fast descent technique for the EPSILON 8.

## **Big ears**

The EPSILON 8 has split A-risers, which make applying big ears easy. The outer, narrower A-risers with a red covered line are separated specially for this. This indication makes it easy to spot the correct A lines - even when life gets stressful. Rate of descent and speed can be further increased by accelerating after applying big ears.

## **Spirals**

The steep spiral is another way to get down fast. When in the spiral keep a neutral sitting position.

Attention: If you help the manoeuvre by adding inside weight shift to a developed steep spiral with already high vertical and rotational speeds the spiral may stabilise (lock in). Outside weightshift and outside brake will then become essential for recovery from the stabilised high speed spiral dive.

You should practise your fast descents now and then in easy conditions, so that they do not become emergencies when you need them.



# Packing and care

- Lay the ribs nose on nose when packing, so that the plastic rods lie flat on each other and all at the same height.
- Fold the wing to the width of the inner bag and pack it in.
- Lie the inner bag in the back of the rucksack, then put the folded harness on top.
- Kneel gently on the material and wing to compress them, then pull the rucksack flap over them.
- Zip up the rucksack then pull in the side straps.

Residual dampness in warm storage conditions could damage the glider cloth (mildew)! Do not leave the wing compressed in its bag for longer than necessary. When possible open the wing out and leave it to air when not in use.

# Service and Warranty

After purchase register your wing online at [www.advance.ch/warranty](http://www.advance.ch/warranty), so that you can benefit from the ADVANCE extended warranty. This is valid for three years to cover problems attributable to manufacturing deficiencies.

The EPSILON 8 has to have a check every 24 months, or 150 flights or 150 flying hours, to be carried out by a certified ADVANCE check facility. The date starts at the glider's first record of ownership.

You can find the up-to-date version of the detailed official manual, further information about safety and current notices, and answers to frequently asked questions on [www.advance.ch](http://www.advance.ch)



# Technical Details

<b>EPSILON 8</b>		<b>23</b>	<b>25</b>	<b>27</b>	<b>29</b>
Flat surface area	m2	22.5	25.0	27.0	29.0
Aspect ratio		5.15			
Recommended take off weight *	kg	55-75	70-90	80-105	95-125
Increased weight range *	kg	75-85	90-100	105-120	125-140
Glider weight	kg	4.15	4.45	4.95	5.15
Certification		EN/LTF B			

\* Pilot, wing, equipment

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