Setup

1. Attach the control bar to the uprights.
2. Flip the EXXTACY upright and rest it on the control bar. Take care not to hold the glider at the nose turnbuckle as it is not made for bending moments. (pict.1)
3. Turn the nose turnbuckle inside out. **If the wings are spread out with the nose turnbuckle inside, the nose tube or the spar may be damaged.** Take the nose and keel tubes and the tip ribs out of the D-spar (pict.2).
4. Spread the wings until the keel tube (without the lengthening piece) touches the ground (pict.3). Especially during the first times of setting the EXXTACY up this should be done carefully, for it is the only way to find out and to avoid mistakes in the order of set up and break down without damaging the glider.
5. Insert the wing tip ribs and push them until they reach the end of the socket and tension with the loop (pict.4+5). Pay attention with the right and left side.
6. Link the sail with the keel. If necessary lift the spar a bit back in order to be able to hang up the hooks (middle of the sail) at the corresponding fitting at the keel (pict.6) then zip up the top and the bottom zipper. (pict.7)
7. The ribs should fall back into the sail.
8. Now insert the very outside rib into the corresponding fixture in the spar (pict.8). Afterwards fix the sail with the loops at the ribs: Open the “Velcro“ strap at the trailing edge, clap out the ribs and tighten them securing the bottom and the upper sail loop around the notched end of the rib (pict.9+10). Should you notice that one rib is not already clapped out, do it first. Get into the sail with your hand at the opened end of the “Velcro“ and help it.
9. Spread the wings all the way possible. Make sure that the trailing edge is smooth. Especially after an inspection where the “Velcro “ had to be opened completely, it may happen that the sail is uneven. If this is the case, the “Velcro “ linking top and bottom sail has to be removed and fastened once more after having finished with point 11. (pict.11)
10. Hang the nose turnbuckle at the bolt (pict.12) and tighten while pushing the nose somewhat carefully back down to the keel tube (pict.13), after completely in position secure it with the quick pin.
11. Now fix the following points: rear end of the keel tube, front wire, nose tube and nose cone (pict.14+15)
12. Insert the spoilers into the sail holders. Push the bolt of the spoiler lever through the hole in the spoiler and secure the safety pin, after that fix the “Velcro “ ((pict.16+17). **Note: Take care not to let the lever snap back on the rib. Always place a hand under the levar arm when adding or removing spoilers.**
13. Insert the flaps into the sail holders. (pict.18, 19, 20, 21 +22). Afterwards insert the quick pin at the trailing edge of the flap. With the second flap you proceed the same way. Important: After fixing each flap, put your finger at the quick pin block and perform a flap retraction test. This is important to be sure that the flap track is clear of the battens ropes and that the flap is not jammed under the ribs.
14. Now thread both the flap ropes through the clamps at the base tube and check the flap operation again. Pull each rope to be sure that the operating cables are working fine inside the glider. Pay attention to **only** operate one cable when the other is totally loose.
15. Fix the control cables of the spoiler and **don’t forget to fix the security ring in the base tube quick pin** (pict.24).

16. Pull the flap rope for approx. 11 cm for a 15 º flap deflection for take--off.

Breakdown

Breakdown of the EXXTACY is simply the reverse of the set up procedure. But make sure you observe the following points:

- Detach the spoiler wire before you fold the wings in.
- The flap and spoiler have to be removed before releasing the nose fitting
- Make sure you fold the sail in the area of the spar link the way it can not damage the zipper when folding in the spars (Pull the top sail up and fold the bottom sail in). At the zipper the upper sail should not be laid down between the spars. The zipper has to be fold once whereas the pusher of the zipper has to be pushed to the trailing edge.
- When dismantling the spoiler, be careful that the spoiler lever does not spring back against the rib.
- Make sure you pack all extra parts in the bag the way no damages may be caused by your car ’s rack, the straps or any other mechanical influence upon the glider.

NOTE:

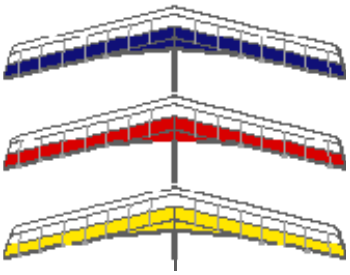
- **Never** leave the tip ribs in position with the leading edge laying in the ground whilst the sail is not fixed at them. The sail prevents an outward movement that in extreme cases could damage the tip area.
- **Never** loosen or tighten the glider before removing the end of the keel. You can damage your turnbuckle otherwise.
- When setting the glider up or breaking it down make sure the spar is staying firmly without any rear end of a rib scraping the ground.
- You should only zip up or unzip the sail when the nose fitting is released.

	Modell	Exxtacy 135	Exxtacy 160	Exxtacy 190 Bi
Area	Fläche	13,8 qm	14,8 qm 159.31 Sq. ft.	14,8 qm
Wingspan	Spannweite	11,40 m	12,20 m	12,20 m
Stretching	Streckung	9,4	10,05	10,05
Weight	Gewicht	35 kg	38 kg 83.73 lbs	38 kg
Packing in cm	Packmaß in cm	26 x 52 x 570	26 x52 x 630	26 x52 x 630
Max. Star Weight	max. Stargewicht	140 kg	160 kg **352 lbs**	190 kg 418.88 lbs
Min. Off weight	min. Startgewicht	90 kg	100 kg 220.46 lbs	100 kg 220.46 lbs
Min. Sinking	min. Sinken	0,75 m/s	0,75 m/s	0,75 m/s
Max glide.	Gleitzahl max.	17,5	17,5	17,5
Glide with flaps	Gleitzahl mit Landeklappen	5	5	5
Breaking load	Bruchlastvielfaches	8 g	8 g	8 g
multiple Admission	Zulassung	DHV Testbericht	DHV Testbericht	DHV Testbericht

VNE = 50MPH

Stall Speed 19 MPH

Farbkombinationen:



TECHNISCHE DATEN DRUCKEN

DHV TESTBERICHT

DHV TEST REPORT HANGGLIDING			
Model Designation	Exxtacy		
Manufacturer	Fliers Böhm		
Owners of the German model exam	Fliers Böhm		
Musterprüfnummer	DHV 01-0323-97		
Classification	3 E		
Aircraft Weight	97 kg-160 kg		
Seat Number	1		
Maximum speed	80 km / h or 50 mph		
Windenschlepp	Yes		
UL-Schlepp	Yes		
TECHNICAL CHARACTERISTICS			
Trimmvorrichtungen	Wing flaps		
Type of Steuerbügels	Profiled		
Ironing tax base	Original		
Peculiarities	Largely from CFK-Formteilen rigid frame and aluminum; Dacronbespannung; Gier-Rollsteuerung spoiler on the side by shifting the base operated; Foam		
BODENHANDLING AND START	Balsa 15 degrees		2
Static crankshafts	Strong tail		
Aerodynamic crankshafts	Neutral		
Take off speed	Average		
GERADEAUSFLUG	Schneider 0 degrees	Balsa 70 degrees	3
V min (km / h)	30	25 km/h or 15.5mph	
V max (km / h)	> 80	> 80 km/h or 50mph	
Ironing pressure at 60 km / h	Slight	Slight	
Ironing pressure at 80 km / h	Slight	Slight	
Directional Stability (pitching)	Good directional stability, swaying possible	Good directional stability, swaying possible	
KURVENHANDLING			2 -- 3
Effort for discharge	Slight	Slight	

Effort for termination	Slight	Slight	
Roll time for discharge	Durchschnittlich-lang	Durchschnittlich-lang	
Roll time for termination	Lang	Lang	
Angle at V min.sink	Slightly more	Slightly more	
BEHAVIOR AT STRÖMUNGSABRISS			1 -- 2
Especially trip-hanger slowly	Stable air bag	Stable air bag	
Especially trip-hanger quickly before	Weak nods from	Weak nods from	
Cam flight ironing slowly	Cam stall	Cam stall	
Cam-flight bail quickly	Rubber and decrease the angle	Rubber and decrease the angle	
Provoziertes spin	Not possible	Not possible	
LANDING	Balsa 70 degrees		1 -- 2
Ausschwebestrecke	Briefly		
Moment of Stallens	Easy to find		
V range of Stallens	Average		
The effort Stallen	Average		
SUPPLEMENT TO AVIATION			

In higher speed range (0 degrees flap from about 50 mph, 70 degrees flap from about 34mph), the pilot device to strong vibrations greed swing. A briefing regarding building and flying is absolutely necessary!

In higher speed range (0 degrees flap from about 80km / h, 70 degrees flap from about 55 km / h), the pilot device to strong vibrations greed swing. A briefing regarding building and flying is absolutely necessary!