

 ***Leopard***

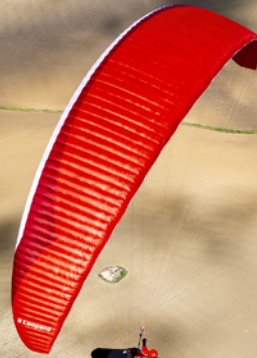
PURE PERFORMANCE HAS NEVER FELT SO EASY



Leopard

PURE PERFORMANCE HAS NEVER FELT SO EASY

The Leopard's groundbreaking blend of performance and ease will suit both competitive XC pilots and pilots looking to progress to the highest levels of competition flying.





Leopard

The Leopard shares its DNA with the **Explorer** (EN B) and with the **Bonanza 2** (EN C).

This, combined with our experience of over 8 years of continuous development of 2 liner gliders with the World Cup winning Boomerang series, has enabled us to produce a wing with significantly improved characteristics in several key areas.

STABILITY

Compared to past 2 liner and high performance wings, the Leopard has greater pitch stability over the entire speed range. In combination with outstanding wing tip stability, the result is a greatly reduced pilot workload in normal flight.





HANDLING AND FEEL

One of the most outstanding aspects of the Leopard is the way the wing feels solid and cohesive but not stiff – it immediately feels like a whole wing that better connects you with the elements.

The turn is precise and well coordinated, the wing accelerates towards thermals and pitch stability is first class.

FEEDBACK AND “THERMAL SNIFFING” BEHAVIOUR

The Leopard gives smooth yet highly intelligible feedback.

On glide, it's easy to guide the wing towards thermals and lifty lines by feeling pressure differences through the B risers. The wing flies equally well if you just let it fly, it has a tendency to pull towards lift automatically. Once in a climb, the feedback from the glider also helps you stay centred in the core.



DESIGNER NOTES

The Leopard project involved close collaboration between designers Gin Seok Song and Torsten Siegel. Torsten explains:

“The Leopard is the first production 2 liner with our 2nd generation EPT (Equalized Pressure Technology) profile.

More extensive CFD* analysis of the whole wing has led to the development of a new profile that significantly improves the lift to drag ratio whilst still maintaining a constantly high internal pressure. The result is increased stability across the entire speed range. In turn, this has enabled better performance, smoother, more responsive handling and a higher top speed.

Besides the new profile, we dedicated a large part of our R&D effort to carrying out research to find a new method to calculate the optimum sail tensioning at all parts

**Computational fluid dynamics*

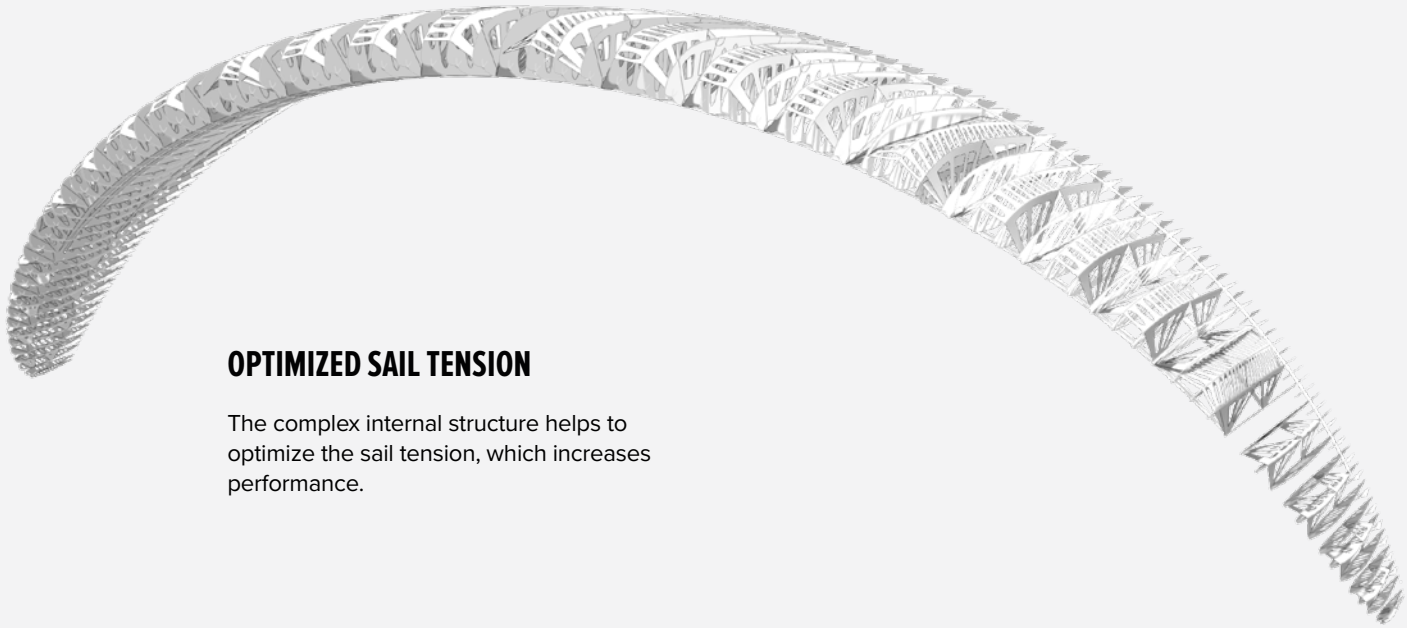
along the profile.

The Leopard has 86 cells, which provides an extremely clean surface with reduced ballooning.

We selected a combination of 3 and 4 cell blocks according to the shape of the profile in accelerated flight. This gives a cleaner arc over the whole span and, along with optimized line attachment points, also helps to maintain even sail tension.

Overall, it's this combination of theoretical advances and practical refinements through over 2 years of testing in different conditions all over the world, that gives the Leopard its unique characteristics in flight that we are confident will appeal to dedicated XC pilots looking for the very best that the EN D category has to offer.”





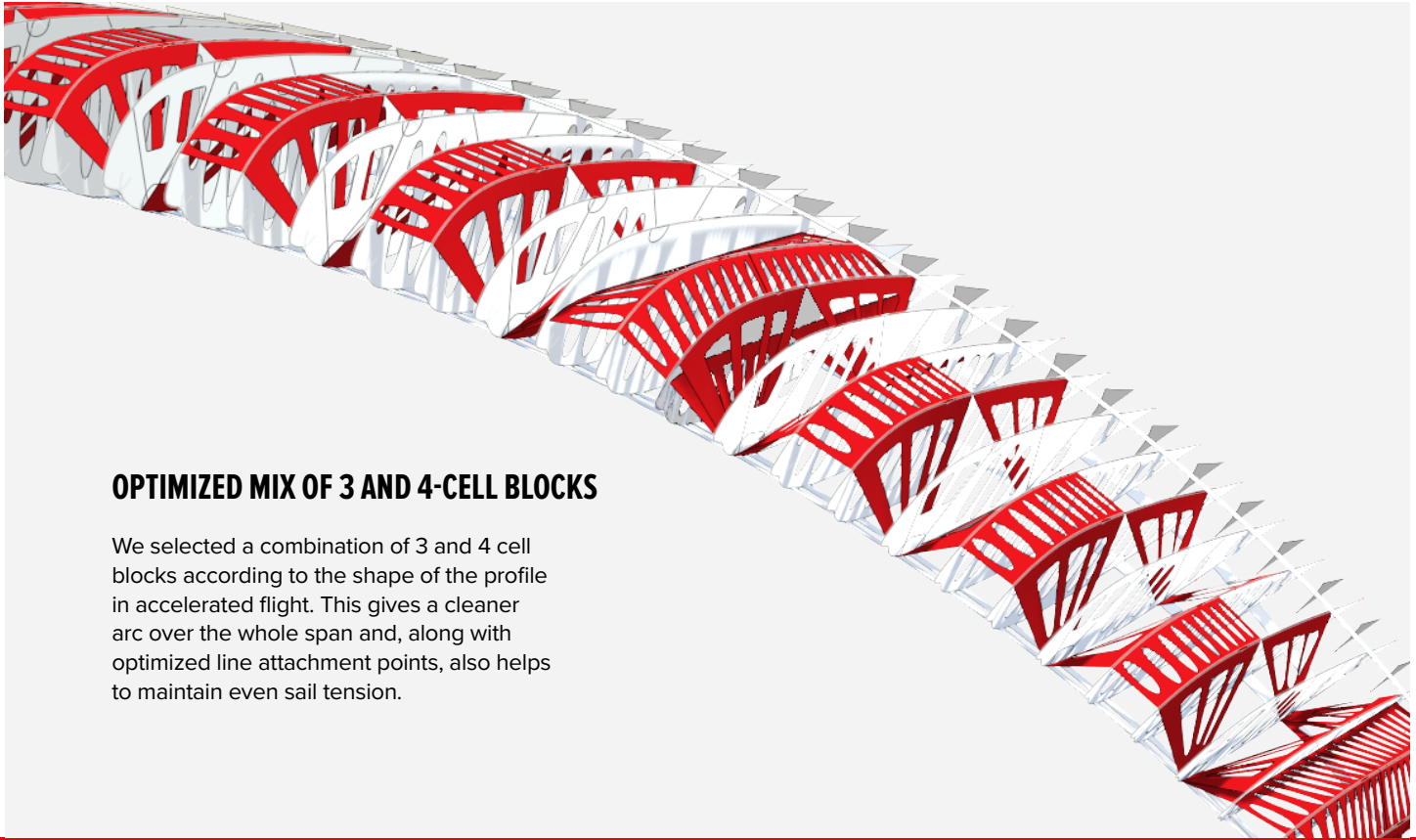
OPTIMIZED SAIL TENSION

The complex internal structure helps to optimize the sail tension, which increases performance.

2ND GENERATION EPT PROFILE

Second generation Equalized Pressure Technology (EPT) profile significantly improves the lift to drag ratio (CL/CD) and stability at higher speeds





OPTIMIZED MIX OF 3 AND 4-CELL BLOCKS

We selected a combination of 3 and 4 cell blocks according to the shape of the profile in accelerated flight. This gives a cleaner arc over the whole span and, along with optimized line attachment points, also helps to maintain even sail tension.

TECHNICAL DETAILS

Second generation Equalised Pressure Technology (EPT)

2 line risers with easy B-control

86 cells for a cleaner top surface and reduced ballooning

Optimized mix of 3 and 4-cell blocks

Cross beams for high stability

Unsheathed aramid lines

Mini-ribs on the trailing edge



MATERIALS

FABRIC

Upper sail front:
Porcher Skytex, 38 g/m²
(hydrophobic)

LINES

Top lines: Edelrid 8000 /
U-050 / 070 / 090 (aramid)

Middle lines: Edelrid
8000/U-050 / 090 / 130
(aramid)

FABRIC

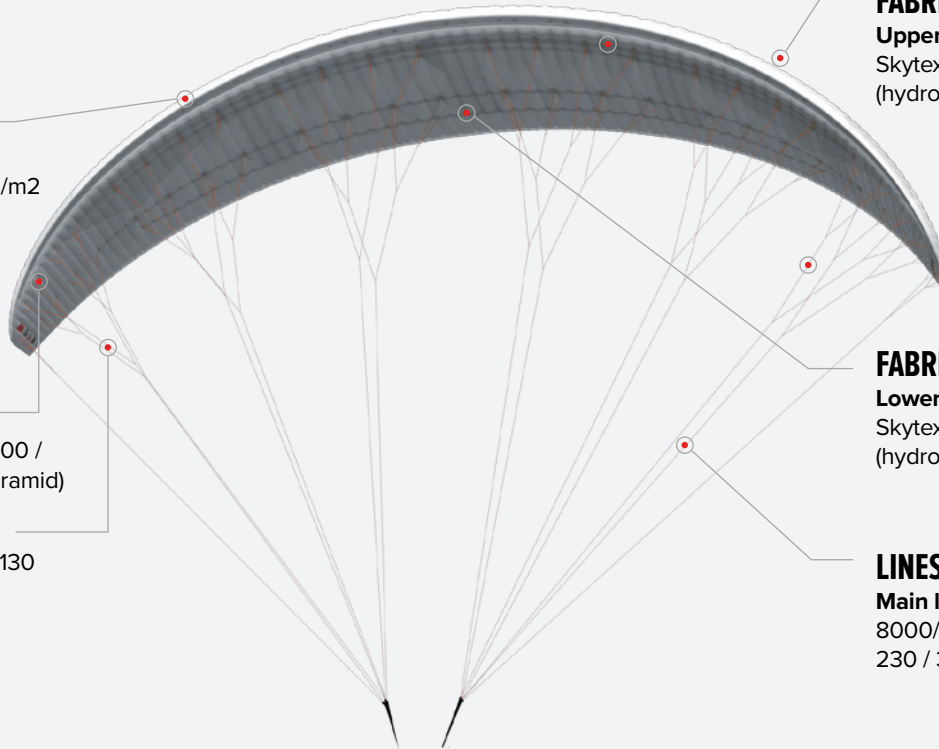
Upper sail rear: Porcher
Skytex, 32 g/m²
(hydrophobic)

FABRIC

Lower sail: Porcher
Skytex, 27 g/m²
(hydrophobic)

LINES

Main lines: Edelrid
8000/U-050 / 070 / 190 /
230 / 360 (aramid)



TECHNICAL SPECIFICATIONS

SIZE	XS	S	M	L
Flat area (m ²)	20.50	22.32	24.22	26.7
Span (m)	12.08	12.63	13.18	13.84
Aspect ratio	7.12	7.15	7.17	7.17
Projected area (m ²)	17.56	19.14	20.8	22.93
Projected span (m)	9.79	10.25	10.71	11.25
Projected aspect ratio	5.45	5.5	5.51	5.51
Chord (m)	5.45	2.21	2.3	2.41
Cell number	86	86	86	86
Wing weight	4.85	5.3	5.65	5.95
Weight in flight (kg)	70-88	85-102	95-112	105-127
Certification	EN D	EN D	EN D	EN D

COLOURS





DON'T GIVE UP THE DREAM



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