



Competition harness

User's Manual



Please read this manual carefully before your first flight.

DUDEK
paragliders

Congratulations !

Thank you for choosing Pogo 2 harness. We have done our best to present you with highest quality product, fulfilling all safety requirements and offering maximum functionality.
Please read this manual carefully before using the harness for the first time. This will help you utilize all features provided by Pogo2, while increasing comfort and fun factor of each flight.
We wish you a lot of safe and enjoyable airtime!

Contents

1. Safety	2
2. Description	2
3. Cockpit	3
4. Cocoon	3
5. Speedbar	5
6. Installing the rescue chute	6
7. Harness/paraglider connection	10
8. Harness/tow connection	10
9. Straps adjustment	10
10. Pockets	12
11. Protector	12
12. Before flight	13
13. Using rescue chute	13
14. Landing	13
15. Water landing	13
16. Tandem flying	13
17. Cleaning and storage	13
18. Operation and repairs	14
19. Technical data	14

1. Safety

Paragliding is a potentially hazardous sport. When flying a paraglider you have to accept risks of injury and/or even death. Incompetent or improper use of the harness may increase those risks. In case of any doubts please ask your dealer or manufacturer.

Dudek Paragliders do not bear any responsibility for damages or injuries resulting from paragliding activities.

2. Description

Our main goal when working on Pogo 2 was to improve the ergonomy and reduce weight. Liberal use of advanced, light materials allowed us to keep the weight down at merely 5,3 kg in M size. Pogo 2 was designed for cross-country and competition pilots. Comfortable back support and new, ergonomical seat make for maximum comfort in flight. Wide range of adjustments will precisely accommodate for any pilot's individual preferences. New straps scheme brings about great stability and considerably reduced risk of launching without leg or breast straps clipped in. Airfoam protector of 15 cm covered with polycarbon plate offers safety for the pilot's backbone. Integrated rescue chute container is placed on the back, behind protector. Release handle is located in easily accessible location on the right side of the harness. Cocoon keeps pilot happy and warm while improving aerodynamics. It is fully detachable for easier servicing of the harness. Four-point regulation of cocoon's length allows any footrest angle. Together with integrated cockpit it is fixed to harness in two points only.

New system of closing the cocoon "reminds" you to clip the chest strap in.

There is dedicated ballast room under seat plate. Pogo2 features easily replaceable Smart Pulleys with ball-bearings, so that your speedsystem will always run smooth. Special reinforcements keep the harness in shape even when the back pocket is not full.



3. Cockpit

Cockpit is meant to hold flight instruments (variometer, GPS) in their velcro-equipped holders. The instrument panel itself is detachable and can be easily taken off after landing in order to keep all instruments in safe place. Under that panel there is a pocket, accessible in flight. Cockpit is integrated with the cocoon and does not have any additional locks.



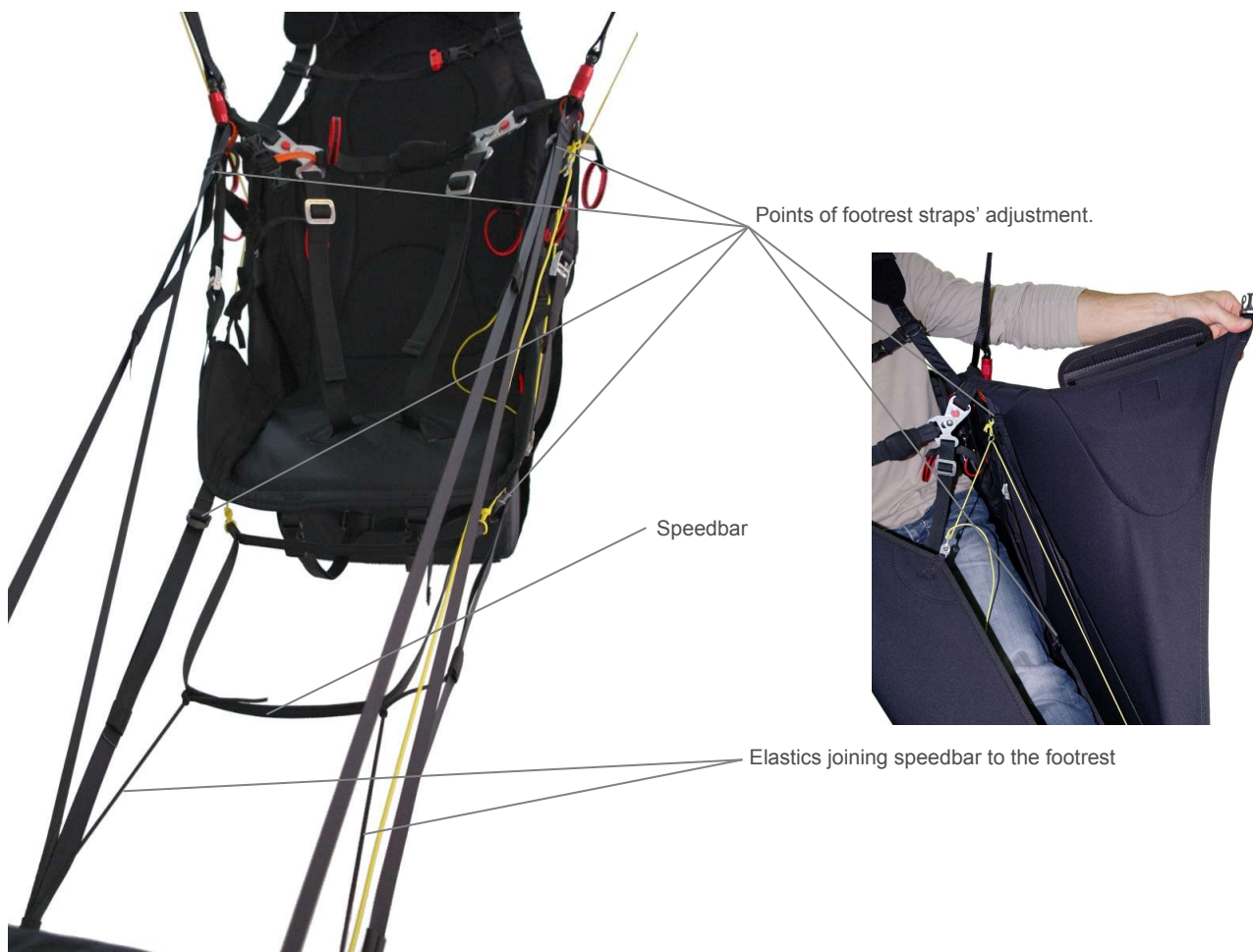
4. Cocoon

Cocoon improves aerodynamics of the harness and keeps the pilot warm. There is an adjusted footrest inside (length/footrest angle) and a speedbar.

Cocoon is not permanently fixed to the harness. It is held there by two zips on sides and a velcro underneath.



Additionally, the footrest is attached with four straps of adjustable length .



Cocoon with its integrated cockpit is closed in two places only. Both are adjustable, so you can choose preferred amount of cocoon sides' tension and how much they are supposed to cover each other. Too much overlap can make preparation for landing difficult. It should not exceed 2 cm in the lower part.



Front of the cocoon fills up with the air automatically after launch and can be later easily flattened for packing. Despite being detachable, Pogo 2 harness was not designed for cocoon-less flying. It is to be removed for servicing only .

5. Speedbar

Lines of the speedbar must be led through respective pulleys (under the seat and on the back support). Then put it through metal loops in the cocoon and fix a stopper, accompanied by speedsystem clip. Connect the speedbar via rubber band with cocoon's footrest. Find the best length of the rubber so that speedbar will be easily accessible in flight. In order to try out the whole system you have to sit in the harness when hanged by the paraglider's risers. At full speedbar the pulleys on the risers should get together. When necessary adjust the lines later on with accumulated flight experiences.



Do not adjust the speedsystem lines while in flight.



6. Installing the rescue chute

1



Fix the rescue chute handle to the container.



Handle must fixed to the middle loop as shown on the picture. Do not fix it to the loop on the container's side.

2



Connect the rescue chute riser to the V-strap of the harness with locked quicklink.

3



After locking the quicklink safeguard the straps by applying neoprene cover to keep them in place.

4



Put the rescue chute in the container with suspension lines facing downward. Both the lines and riser of the canopy must be stowed in the rear part of the container. The container is a bit deeper there.

5



Lead the assist lines through the loops of the #1 flaps.

6



Since the #1 flap is divided, first you need to lead the assist line through the fragment equipped with the metal loop.



7



Lead the assist lines through #2 flap.

8



In order to facilitate closing it may be a good idea to use temporary pins beside assist lines.

9



Lead assist lines through #3 flap, with optional use of temporary pins.



10



Close the container with regular pins and remove assist lines. Put them under the pins first, so that container loops are not damaged by friction.



11



Close the lid covering the pins.

12



Place the release handle on the velcro and put its ends in respective pockets. Close the V-strap channel, hiding the excess under #3 flap.



13



See that #1 flaps inside the container are not folded and properly guard the rescue chute.



If you are installing the rescue chute for the first time, it is necessary to run a test opening in order to make sure the container was correctly closed and to get familiar with release force. In order to do that hang the harness, sit in it, grab the release handle and pull it vigorously away from the harness, perpendicular to the flight direction. When running this exercise it is not recommended to throw the rescue away, as it will result in opening the canopy bag. Pack the chute again into the container.



In order to avoid unintended falling the rescue chute out of the container, before each flight check if it's closed!

The rescue chute is to be aired and repacked according to its manual. For the Pogo2 harness a Globe 120 parachute made by Dudek Paragliders is recommended. Installation of many other parachutes is possible, as long as they fit in the container.

7. Harness/paraglider connection

Pogo 2 harness is equipped with Sup'Air aluminium carabiners of 1800 daN. Use them to connect the risers to the harness. Another thing to check out is connection of the harness' speedsystem lines to their counterparts on the risers. It is recommended to replace the carabiners after 300 hours airtime.



Before launch make sure that the carabiners are closed and locked against inadvertent opening.

8. Harness/tow connection

The only safe way of attaching tow line is via dedicated tow release. Pogo 2 does not feature additional points to fix the tow release, so it is to be mounted directly on the carabiners or risers.

9. Straps adjustment



Before adjusting the straps please install rescue chute and fill the back pocket as for normal flight. Watch out for the symmetry – left and right side should be adjusted the same. First flight should be done in easy weather conditions, with necessary corrections afterwards. Do not try to adjust the harness while flying.



9.1 Shoulder straps

Thanks to adjustable shoulder straps the Pogo2 can accommodate pilots of almost any height. They should stay on your shoulders rather tight, with just a little play. Still, too short straps will make difficult comfortable seating after launch and can limit your movements in flight. A clip on the straps make sure they stay in place during launch. Additionally, there is an alarm whistle fixed to the clip. You can use it to guide help party in case of a tree landing or any other emergency.

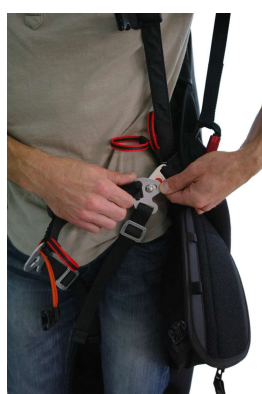
9.2 Side straps

They determine the seat/backrest angle. Initial adjustment should be done before the first flight, with the harness hanged from a ceiling. It is advisable to open the cocoon on both sides up to half its length, so that loops of the adjusting straps are easy to reach. For increased comfort of the seating there is additional adjustment in the lower part of the backrest. All settings are to be verified in first flight and can be further modified at any time.

Bear in mind that when the backrest is too much, there is increased risk of getting a twist in case of big deflation.

9.3 Leg straps

The most important safeguard against falling out of the harness. Their adjustment must allow for easy launching and later seating into harness. Too short setting can make you uncomfortable and restrain starting run. Too long setting can make seating into harness without using your hands impossible. Pogo 2 has the leg straps joined with the chest strap, significantly reducing risk of launching without leg straps closed.





In order to avoid falling out of the harness it is imperative to check if the chest and legs straps are closed before each launch. Not closing the straps is extremely dangerous and is a known reason of fatal accidents !

9.4 Chest strap

Chest strap controls the distance between carabiners. Increasing that distance makes the harness less stable, improving effectiveness of the weightshifting and relaying more information from the canopy. Reducing it stabilizes everything and makes the paraglider less receptive to weight steering. Too narrow a base can make recovery from extreme situations very hard to impossible (in case of a spiral). If the manufacturer of the paraglider does not give any special instructions, recommended width is 42-48 cm. In turbulent air you can pull in the strap to feel more comfortable, but always remember that it is more probable to get a twist in emergency then.

9.5 Seat straps

These straps control the inclination of the seat plate. They can be adjusted to you own needs, given the symmetry is observed. In order to make the adjustment release the straps, have a comfortable seat with your legs on the footrest and pull them in until stretched tight.

10. Pockets

The Pogo 2 has a very spacious back pocket (ca. 23 l volume) and two smaller ones on sides of the cocoon. The back pocket can easily hold the paraglider's backpack and much more. Additionally, there is a pocket under the instrument panel of the cockpit. Both cockpit and side pockets are easy to access in flight.

In lower part of the back pocket's flap there is a zipper. Closing it before flight makes the flap stiffer and keeps its shape. After landing it must be opened again before packing the harness in the backpack. Then place the flap in the back pocket to avoid a permanent deformation.



11. Protector

The Pogo 2 features a 15 cm airfoam protector. Additionally it is covered with Polycarbon plate to guard it and distribute the impact on wider area when falling on rocks, staves etc. Fixing the protector is demonstrated below.





12. Before flight

Before each flight a thorough check of the harness is necessary. For your own safety make sure that:

- harness is not damaged in any way
- rescue chute container is correctly closed and locked with pins
- rescue chute release handle is correctly set up and has the right shape (quite often it happens to be deformed in transport, so it's important to check if it's not flattened and easy to grab)
- all leg and chest straps are closed
- shoulder and side straps remain correctly adjusted
- all pockets are closed and the zips stored
- main carabiners are closed and locked, without any damage
- speedbar is clipped to the paraglider

13. Using rescue chute

You should use the rescue chute in case of emergency, when you can't recover the paraglider from abnormal flight state in any other way. Throwing the chute while in a fast spin is risky. If there is still some altitude to spare, first try to slow down or stop the spin altogether.

To use the chute grab the release handle, with fast and resolute move rip it from its velcro and throw it together with the canopy bag as far as possible, to the outside of the spiral (if present). After opening deflate your paraglider with its rear risers. Prepare for landing in a parachutist style, keep your legs together with slightly bent knees.

14. Landing

While on final approach, free your legs from the cocoon and assume the landing position. Touchdown when still sitting is unacceptable and very dangerous, as even despite the protector there is high risk of spine injury. Land always on your feet, with a few steps if necessary. Protector is not a landing aid and was not designed as such.

15. Water landing

Water landing is potentially very dangerous, with imminent risk of drowning. If it is unavoidable, prepare yourself by releasing all buckles and straps beforehand. Prior to the very landing get out of the harness to avoid getting tangled in the lines or other gear. The harness does not sink, so you can later grab it and use as a lifebuoy.

Note: Judging exact height over flat surface of water can be tricky, take care not to jump too soon.



Water landing while still in harness is extremely dangerous. The airfoam protector does not sink and will always float, forcing your head under water or at least making breathing very hard. Additionally, there is significant risk of getting tangled in paraglider lines.

16. Tandem flying

Pogo 2 harness was not designed - and remains unsuitable - for tandem operation.

17. Cleaning and storage

All materials for the harness were carefully selected according to their quality and durability. Augmented with your care they will keep the harness in good condition for a long time.

The harness is best cleaned with a wet sponge, maybe a bit of soap. Do not use detergents or solvents. If there is a lot of mud, use the brush first before wet cleaning.

In case of completely soaked harness (e.g. after water landing) dry it in a well aired place, away from direct sun operation.

Soaked back protector must be taken out of the harness and dried it with opened zip. If this will be not enough, remove the airfoam and dry it separately.

Soaked rescue chute always has to be completely removed from the harness, dried and packed again by a licensed person.

18. Operation and repairs

Periodic control of the harness will keep it in good shape for a long time. After each hard landing check the back protector too, as the seams or zip quite often get ripped after absorbing impact and damaged protector will be ineffective. If you notice damage to its cover, send it back to the producer for a repair or buy a new one.

Correspondingly, after each use of rescue chute thoroughly check entire harness for damages, paying particular attention to straps and seams.

Aluminium carabiners are to be replaced each 5 years or 300 hours airtime. Scratched or damaged carabiners are not serviceable anymore and have to be replaced at once.

Using damaged harness is out of the question. In case of any doubts please contact your dealer or manufacturer and/or send it to a workshop for closer inspection.

19. Technical data

Size	Suspension height	Seat width *	Pilot height	Max. Pilot weight	Harness weight **
M	42	32 / 29	160-175	100	5,3
L	43	34 / 31	170-185	100	5,6
XL	44	36 / 32	180-195	100	5,9

* Seat width back / front in centimeters.

** Weight (kg) including protector, carabiners and speedbar.

In this manual some pictures of the Pogo 1 harness were used where the features are identical.

Since Dudek Paragliders products are subject to constant improvements, some minor differences are possible between manual and actual product. Dudek Paragliders reserve rights to introduce such changes without individual notice.



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