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PL

Loxia

MANUAL

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VERSION 1/2016 ©

Verification of Checks and repairs

<p style="font-size: 1.2em; font-weight: bold; margin: 0;">LOXIA</p> <p>Serial number:</p> <p>First check by ICARO / date:</p>	<p>.....</p> <p>Name/ Stamp</p>
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Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date

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Congratulations on buying your
LOXIA
harness and welcome the family
of ICARO - pilots!

Before you get to know your system please read the manual, there is important information inside.

This manual gives you information on the entire specific and general characteristics of the harness.

All technical data and instructions in this manual were drawn up with great care. ICARO Paragliders cannot be made responsible for any possible errors in this manual.

Should you decide to sell this harness at a later date, please pass on this manual to the new owner.

No guarantee of any kind can be made against accidents, injury, equipment failure, and/or death. It is assumed that the pilot is in possession of the necessary qualifications and provisions of any relevant laws are observed.

The use of this harness is entirely at your own risk.

Every pilot bears the responsibility of his/her own safety. The manufacturer or distributor assumes no responsibility for accidents occurring while using it.

Do not fly unless you are personally willing to assume all risks inherent in the sport of paragliding and all responsibility for any property damage, injury, or death, which may result from use of this sport.

Your harness is made with great care and state of the art, tested according European Standards EN 1651:1999¹, and Notification of the Federal Aviation Administration of Germany ² Its pattern tested as harness with foamed rubber protector is suitable for training and tandem flying.

It is strictly prohibited to fly the harness

- ***with damaged carabines, belts, buckles or protector***
- ***outside the specified weight range***
- ***in aerobatics***
- ***This product has been designed exclusively for paragliding. Any other activity such as skydiving or base jumping is absolutely forbidden.***

¹ *Harnesses -Requirements and test methods*

² „Directives about airworthiness for hang- and paragliders (LTF NfL II 91/09)“.

All technical data and instructions in this manual were drawn up with great care. ICARO Paragliders cannot be made responsible for any possible errors in this manual.

Important information in this manual is written in ***fat cursive writing***.

Any important changes to this manual will be published in our homepage (www.icaro-paragliders.de).

Should you decide to sell this harness at a later date, please pass on this manual to the new owner.

Each alteration is dangerous and reactions are not predictable. Your harness will lose its pattern test result and guarantee.

The manufacturer or distributor assumes no responsibility for accidents occurring while using it.

Every pilot must ensure that the harness is properly checked at regular intervals.

Environmental aspects:

The materials of which a harness is made require a special waste disposal. So please send disused ICARO - harnesses back to us. We will care about a professional waste disposal without costing for you.

Please do our nature-near sport in a way which does not stress nature and environment!

Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

Especially at the launch site consideration is needed!

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I. To get to know your LOXIA

Allowed for training	yes
Allowed /certified for flying with passengers	yes / yes
Allowed /certified for aerobatics	no/ no
Allowed /certified for towing	no/ no
Allowed /certified for flying with motor drive	no/ no

Technical data	
Size	one size
Pilot size (cm)	170 - 195
Karabiner highs (cm)	40
Seat length (cm)	47
Harness weight (kg)	3,65
Maximum capacity (kg)	100
Protector	Airbag
Adjustment of the rescue system	back
Check interval	2 years

With the LOXIA you are equipped with a tandem harness for pilots designed with an integrated reserve parachute pocket and an airbag protection. This harness is targeting intensive professional use.

Its split-leg system enables the pilot to quickly adopt a comfortable seating posture with the passenger between the legs immediately after takeoff and facilitates the running phase as well.

The following harness can also be used in solo flights. It is equipped with a split-leg self-stabilizing system buffering the overall flight handling.

For optimal comfort the harness offers an automatic ventral buckle, rectangular push-through leg straps buckles, ventral width adjustment, leaning setting, shoulders strap adjustment and a "mini bump".



Open the Mini-Bump zip located at the bottom of the dorsal pocket. Insert the Mini-Bump through the dorsal pocket and slide it behind the reserve parachute pocket. When done, close the Mini-Bump pocket.



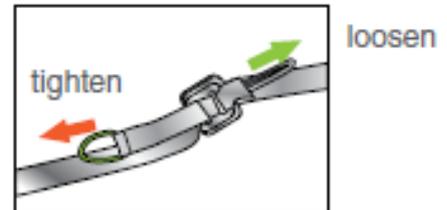
Position setting

The harness can be adjusted in many ways to the individual needs and likings of each pilot. We advise each pilot to take time to get acquainted to the harness.

This will reward the pilot with an excellent sitting comfort. To carry out the adjustments we advise to hang the harness in a simulator.

Leaning angle setting

Pull up to release. Set the angle of leaning by tightening the snapper (towards a more vertical position) or the black webbing (towards a more horizontal position),

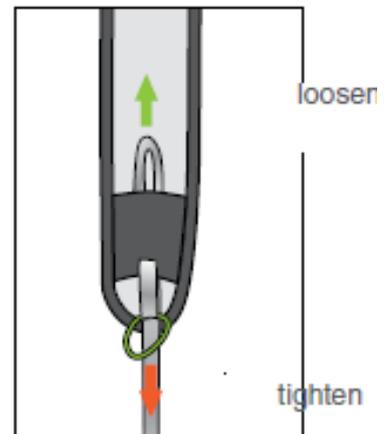


Shoulder straps adjustment

Tighten the shoulder straps by pulling the finger loop down.

When adopting a reclined flying posture, the shoulder straps must enhance in-flight comfort levels by supporting the upper back. The shoulder straps support, greatly helps the comfort level.

It should be set precisely. You must find the correct tension between the side and shoulder straps adjustments.



Adjustment of chest straps

The adjustment of the harness chest strap controls the distance between karabiners and affects the handling and stability of the glider.

Excessive tightening the chest strap increases stability but also the risk of twists following glider collapse, and it also increases the frequency of getting collapses due to poor feedback from the glider.

The risk of twisting is also strongly affected by the seating position of pilot. Flying in a laid back (reclined) position makes it much more difficult to react in time to prevent riser twisting.

With the chest strap in a more closed position the glider also has more tendency to maintain a stable spiral, lengthening of the chest strap gives more feedback from the glider but decreases stability.

ICARO paragliders recommends 38 – 46 cm. During flight you can change the position.

Each setting of the harness must be done with mounted protector, rescue system and must be symmetrical on both sides!

II. Rescue system

There are two loops on the container of the rescue system for mounting the handle of the rescue system, one in the middle and one at the side. **ICARO Paragliders commends to connect the handle to the central loop** and make a lark's head knot with the handle.

Fasten tightly the lark's head knot and verify the solidity of the link.



Adjustable reserve parachute pocket

The reserve parachute pocket volume is variable in size. You first must adjust its volume according to that of your reserve parachute.

The pocket volume can slightly be increased by using the lateral flaps external grommets. The harnesses are delivered by default, with the "small" volume setting.

Pull on the rear flap, remove the elasticated cord from it grommet. Push the piece of line/cord, underneath the connection strap, then through the external grommet.





Reserve parachute installation

Connect the rescue connecting lines with the center line of the rescue system. For connecting use a fixable 24 KN- snap hook with a diameter of 8 mm. It is very important that the snap hook cannot twist to prevent traverse stress of the snap hook.

Therefore use cable fixer, adhesive tape or strong rubber bands and pull it **above and below the snap hook** around the belts.



Install the rescue connecting lines left and right inside the lateral guiding sleeves.

The risers come out of each strap guide. Connect the risers atop each spreader-bar (main hooking location or on the allocated space/strap) with a Maillon rapide trapeze stainless steel 6 mm + the flexible elastic rings.



Insert the rescue system

Insert the reserve parachute inside the harness parachute pocket by opening all the flaps.

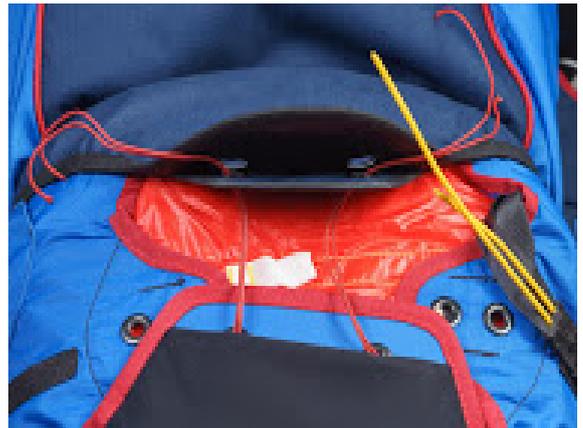
The POD must be positioned with the handle at the top with risers and lines at the bottom. Push the risers through the guiding sleeves (the risers must be located behind the parachute).



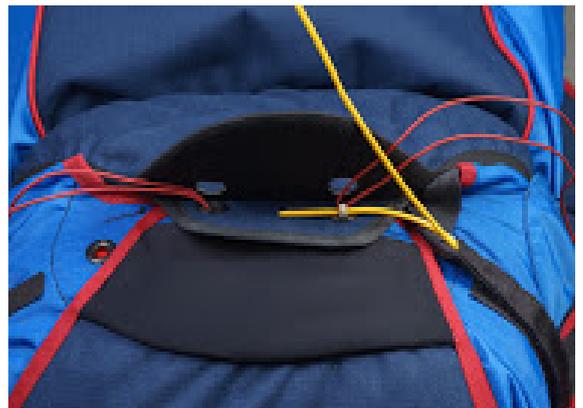
Push the packing cords through the elasticated loops and the lower flap grommet.



Push the packing cord through the upper flap grommet.



Now close the flap grommets and push the short yellow cable through the first elasticated loop and the longer yellow cable through the second elasticated loop.
Pull out the packing cord gently.



The yellow cable locks the reserve parachute pocket flaps in place

Check before every flight for the yellow cable to be properly inserted through the two elasticated loops keeping the reserve parachute pocket securely.



. Close the protective cover and tuck it inside its lower stretchable pocket.



Position the handle in its folding sleeve.

It may not protrude from the harness.

Upon setup completion, conduct an extraction sequence during a hang-test to verify that all works properly before duplicating the installation procedure again...



Compatibility- check

A control of every new combination of rescue system and harness/outer container has to be carried out by either the producer of the harness or the rescue system or an authorized person (dealer or flight instructor). The activation of the rescue system in flight position has to be correct and in conformity to the construction guidelines.

The check has to be recorded in the documentation of the rescue system. The throwing movement should be practiced every time the rescue system is repacked.

IMPORTANT POINTS TO LOOK OUT FOR:

- **Check (steady)**
 - connection of the rescue system to your harness
 - connection of the harness and deployment handle
 - the closing splint must be held with a special thread
 - aluminum karabiners; aluminum might get micro cracks from impacts during use
- **line from the fixing loops is removed (after each packing)**
- **Check compatibility of rescue system and harness**
- **Before each start with your glider you have to check the container is closed!!!**

III. Flying with LOXIA

Conduct a thorough pre-flight check before each takeoff.

- Fasten and securely lock the leg and chest-strap buckles.
- Double check that all buckles are fully locked and secured by pulling firmly on them. Check that no line, tab or cloth is stuck / jammed in the buckles
- Be absolutely certain for the reserve parachute handle to work freely without anything impeding its proper functioning.
- Check the harness and carabiners completeness.
- Be certain for the reserve parachute pocket to be properly closed with its handle securely in place.
- Check that your harness adjustments have not changed.
- Check the connection risers / harness as well as the self-locking carabiners locked and secured).
- Takeoff is a simple and straight forward. The transition from running to seating is easy.
- Do not push yourself inside the seat with the toggles still connected to your hands. There would be a risk of increasing the angle of attack, slowing the wing down with a possible stall taking place as a result.
- Stretch your legs and adopt an upright position in order to run and dissipate horizontal speed.
- With a split-leg harness, adopting a standing/upright posture may feel more difficult to achieve than with a seat-plate outfitted harness. Straightening/stretching the legs fully will

Do not land whilst in the seated position, this is dangerous.

IV. Care and repair Instructions

Care Instructions

Packing the harness is similar to all the other harnesses. To maintain your harness in good condition, please ensure that the harness does not get dragged along the ground, the karabiner does not get hit against rocks and avoid over exposure to sunlight, heat or humidity.

If you wish to clean your harness it is best to use warm water and a soft sponge.

Store your harness in a dry and dark place, ideally between 5° and 30° Celsius. Do not store it near chemicals or petrol.

If you will not fly for longer period, take it out of its pack.

Avoid storing your harness for days at a time in a hot car.

If the harness has become wet, lay it out so that air can get to all areas of the fabric, also your second chance.

It may take several days for your harness and your rescue system to dry out completely especially the lines of the rescue system, which take longer than

the fabric. Do not fold and store your rescue system prematurely if it not completely dry. Mildew may damage your harness and your rescue system.

Repairs

The seal of approval can only be preserved if original parts are used. If you discover any damaged parts to the harness which might impede deployment, please send it back to the manufacturer to be repaired.

Repairs can only be carried out by the manufacturer or from the manufacturer authorized persons.

The aluminum karabiners should be changed every two years at the latest as the aluminum might get micro cracks from impacts during use.

Inspection

After 24 months, it is important to have your harness inspected by a trained ICARO technician.

Without regular certified inspections, your harness will lose its certification and guarantee.

Only an authorized technician who has been trained by ICARO paragliders is authorized to sign and date the harness certification label and sign the manual.

V. Terms of guarantee

ICARO paragliders guarantees 24 month for the proper processing, an operation within the allowable limits of proper operation and the fulfillment of the eligibility criteria of harness equipment at the time of first delivery by ICARO paragliders.

Guarantee is only valid for ICARO products with LTF/ EN certification.

What is covered by the guarantee?

Provided that ICARO paragliders accept the fault the guarantee contains all necessary spare parts related to the replacement or repair of defective parts and working time.

ICARO paragliders accept no freight costs (outbound and return transportation).

What are the conditions of the guarantee?

- ICARO paragliders needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The harness was used in normal circumstances and maintained according to the instructions. This includes in particular the careful drying, cleaning and storage.
- The harness is used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.

- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by ICARO Paragliders company / person and properly documented.
- A fully and correctly completed guarantee card must be sent at least 6 weeks after buying the glider to ICARO paragliders commercial. Alternatively can this be sent via the appropriate online form on www.icaro-paragliders.com.

What is excluded from guarantee?

- Harnesses
 - that are used for training purposes, Acro or other official competitions,
 - which were involved in an accident,
 - which have been changed by yourself,
 - that were not purchased from an authorized dealer / flight school,
 - where the required inspection intervals were not met and the verification of the harness was not conducted by a ICARO paragliders authorized operation / person
- Damage
 - which has occurred due to improper treatment (i.e. storage in humidity, heat or direct sunlight)
 - caused by solvents, salt water, insects, sun, sand, humidity or “debag-jumps”.
 - caused by force majeure.
 - caused by the paramotor (Oil, fuel, damage in cause of the prop)
- Parts that need to be replaced due to normal wear and tear,
- Discoloration of the cloth material used,

In case of a concluded claim the period of guarantee carries on. The period of guarantee and the connected claim are not prolonged and are only valid until the original date of expiry. The freight costs (transport to and from) are not paid by ICARO paragliders.

Annex

Please fill in the guarantee card which you find on our homepage www.icaro-paragliders.com and send it to us.

Check sheet for harnesses					
Client (Name, Address):					
Type / size / year of construction :			Serial number:		
Certification number:			Date of last inspection:		
			Memos	yes	no
Seat strap system	Visible damages?				
	Areas of abrasion?				
Seat board	Visible damages?				
	Positioning of the straps ok?				
Straps	Visible damages?				
	Course of the straps?				
	Seams ok?				
Buckles and carabines	Visible damages?				
	Condition (closing properties, operation) ok?				
	main carabines (condition, age)				
	Operativeness ok?				
Protectors Airbag -/ Foamed material	Visible damages?				
	Seams ok?				
	Valve ok?				
	Tightness airbag/ foam protector sheeting?				
	Conditions of any reinforcements ok?				
Speed bar	Visible damages?				
	Fixing rubber ok??				
	Return pulleys ok?				
	Lines ok?				
Rescue system	Visible damages?				
	Identification plate ok?				
	V-lines				
	Handle fitted and connected?				
Backpack (reversible harnesses)	Visible damages?				
	Zip ok?				
	Buckles ok?				
	Seams ok?				
Compatibility check effected?		Additional repairs carried out? Which?			
Type label affixed?					
Inspection stamp affixed?					
Overall result			Next inspection:		
As new		Next inspection when using the harness commercial:			
Very good					
Used					
Much used					
certification only for one year					
not airworthy		Date, name and signature of the checker			

Dispatch protocol / Delivery content

Handle

Seat Board

Carabiners

Manual

.....

Date

.....

Signature