



WoodyValley

Transalp



Please read this manual before flying with the **TRANSALP** for the first time.



THANK YOU!

We would like to thank you for having chosen one of our products, and we invite you to read this important document, the User Manual for the harness. Please pay special attention to the two most important paragraphs, regarding:

Insertion of the reserve parachute.

The reserve parachute is a piece of equipment that may save your life. It must be treated so that it works correctly when it is required, whether this happens in two days' time, or two years from now.

Adjusting the harness.

The harness forms the connection between the pilot and the paraglider, and it is an essential component in optimizing performance and the pleasure of flying. A bad harness that is well adjusted may enable you to fly well, but a good harness that is badly adjusted may put you off flying altogether.

We are confident that this harness will give you greater comfort, control, performance and enjoyment in flight. We are conscious of the fact that reading an instruction manual is not an exciting experience. However, please remember that the respective product is not a citrus juicer or a mobile phone, and that correct use of the harness helps reduce the risk of flying accidents. This manual contains all the information necessary to assemble, adjust, fly and store your harness. Thorough knowledge of your equipment will improve your personal safety and your level of flying.

The Woody Valley team

SAFETY NOTE

You have purchased a piece of equipment manufactured by us, and so you are aware of your identity as a paraglider pilot holding the respective pilot's licence, and you accept all the risks connected to paragliding including the possibility of injury and death. The incorrect or inappropriate use of Woody Valley equipment greatly increases this risk. In no case can Woody Valley and the Woody Valley retailer be held responsible for personal injury caused to yourself or to third parties, or for whatever type of damage. If you have any doubts on the use of our equipment, please contact your retailer or the importer for your country.

INDEX

1- GENERAL INFORMATION	1
1.1- CONCEPT	1
2- BEFORE USING THE HARNESS	2
2.1- RESERVE PARACHUTE	2
2.1.1- Connecting the deployment handle to the deployment bag	2
2.1.2- Connecting the reserve parachute to the harness	3
2.1.3- Inserting the reserve parachute	3
2.1.4- Reserve parachute deployment	5
2.2- HARNESS ADJUSTMENTS	5
2.2.1- Leg regulation	5
2.2.2- Back position adjustment	6
2.2.3- Shoulder-strap adjustment	6
2.2.4- Chest strap adjustment	7
2.2.5- Leg strap adjustment	7
3- FLYING WITH THE TRANSALP HARNESS	7
3.1- PRE-FLIGHT CHECKS	7
3.2- POCKETS	8
3.3- DUAL FLYING	9
3.4- FLYING ABOVE WATER	9
3.5- TOW BRIDLE CONNECTION	9
3.6- LANDING WITH THE TRANSALP HARNESS	9
4- FEATURES AND ASSEMBLY OF OPTIONAL ACCESSORIES	10
4.1- THE TRANSALP PROTECTION SYSTEM	10
4.2- ASSEMBLY AND ADJUSTMENT OF THE SPEED-SYSTEM	11
4.3- TRANSALP RUCKSACK	11
5- MAINTENANCE AND REPAIR	13
6- TECHNICAL DATA	14
7- CERTIFICATE OF APPROVAL	15

1- GENERAL INFORMATION



The equipment supplied should comprise:

- *Harness*
- *Hook-in karabiners*

The optional extras comprise:

- *Lateral reserve parachute container, with deployment handle*
- *AIRBAG protection*
- *Rucksack for carrying the harness*
- *Speed-bar*

1.1- Concept

TRANSALP is a product that was developed wholly by Woody Valley to meet the demands specifically expressed by our pilots. This very light paraglider harness was designed to be the ideal product for a large proportion of pilots, and above all for those pilots who like to hike up to launch sites and fly back down to the valley below.

TRANSALP is a simple, lightweight harness, designed for maximum comfort and ease of use. It is easy to carry around when not in the air.

Chest-straps and leg-straps are fitted with the "GET-UP safety system" to prevent the pilot from sliding out of the harness in the case that he or she has forgotten to fasten the leg-straps

2- BEFORE USING THE HARNESS

TRANSALP must be assembled by a qualified paragliding professional, such as your instructor. More specifically, great care has to be dedicated to inserting the reserve parachute into the harness in the correct way. Only after this has been performed should the pilot adjust the harness for maximum comfort.

2.1- Reserve parachute

The container for the reserve parachute is not included in the standard harness. It is an optional extra, and it should be positioned on the harness attachment strap. The container is large enough for most of the reserve parachutes available on the market today. It is connected at two points, on the two hook-in karabiners, in order to distribute load and to ensure a correct landing position in the case that the reserve parachute is deployed, therefore reducing the possibility of injury to a minimum. The reserve parachute bridle is not included with the harness.

2.1.1- Connecting the deployment handle to the deployment bag

TRANSALP is supplied with a handle for reserve parachute extraction. It is identified with the number **8**; this handle alone should be used for this purpose. The black loop attached to the handle itself should be passed into the loop on the deployment bag, and then the entire handle should be passed through its own loop and pulled tight. For easier extraction, the loop attached to the deployment bag should be positioned laterally with respect to the centre of the reserve parachute. If your deployment bag does not have this loop, please contact the retailer from whom you purchased the reserve parachute.



2.1.2- Connecting the reserve parachute to the harness

The harness reserve parachute bridle is passed through the loop at the end of the reserve parachute bridle. The reserve parachute itself is then passed through the large loop in the harness bridle. This connects the two bridles. The loops should be pulled as tight as possible to avoid any chance of dangerous friction developing between the two bridles during the shock caused when the reserve parachute opens.



2.1.3- Inserting the reserve parachute

Insert the reserve parachute into the TRANSALP container so that the handle can be seen on the exterior side, and so the loop connecting the deployment handle to the deployment bag is facing upwards.



Thread a thin cord (such as paraglider riser cord) through each elastic loop. This will help close the pocket.
Thread the elastic loops into the smallest of the eyelets on the pocket flaps. Close the flaps following the order shown in the photographs below.



Push the plastic pins on the handle into the elastic loops and under the transparent cover. It is essential to remove the cord after this operation. The cord should be pulled out slowly in order not to damage the elastic loops by excessive friction. Lastly, the handle should be positioned under the two cover loops. The reserve parachute and harness are joined by means of Velcro strips, and a loop which is hooked onto the main karabiner.



IMPORTANT:

Every new combination of reserve parachute and harness or the external container assembled for the first time should be tested by an official harness or reserve parachute dealer, or by a flying instructor. Deployment of the reserve parachute should be perfectly feasible from the normal flying position.

2.1.4- Reserve parachute deployment

It is vital to feel periodically for the position of the reserve parachute deployment handle during normal flight, so that the action of reaching for the reserve parachute handle becomes instinctive in an emergency.

In emergency situations, the deployment procedure is as follows:

Look for the reserve parachute handle and grasp it firmly with one hand.

Pull the handle outwards in order to extract the reserve parachute from the harness container. Look for a clear area, and, in a continuous motion, throw the reserve parachute away from yourself and the paraglider. After the reserve parachute has opened, avoid entanglement by pulling in the paraglider, gripping at least one D line, or the brake lines, in order to collapse the glider. On landing, adopt an upright body position, and ensure that you perform a PLF (Parachute Landing Fall) to minimize the risk of injury.

2.2- Harness adjustments

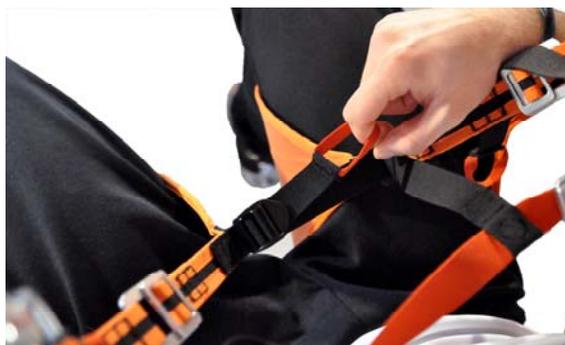
The TRANSALP harness provides a number of methods of adjustment so that the pilot can fly in the ideal position. A little time has to be invested in finding the optimum position, but this effort will be rewarded by exceptional comfort in flight.

Before making any adjustments, the reserve parachute must be in position.

To find the best position, we suggest hanging in your harness from a suitable point of support, simulating flying position and conditions. For this reason, it is best to place all the things that you would normally carry with you when flying into the back pocket (rucksack, accessories, extra clothing and other sundry items).

2.2.1- Leg regulation

Because this harness does not have a rigid seat plate, it has been made with separate strapping for each leg, designed so that the distance between the two legs can be adjusted. This ensures greater comfort during flight.



2.2.2- Back position adjustment

By adjusting the back (using the trimmers higher up on the side), the pilot adjusts the inclination of the torso with respect to the vertical axis in flight. A good flying position, improving control of the glider, is obtained by positioning the face at about 15 cm from an imaginary line between the two karabiners.



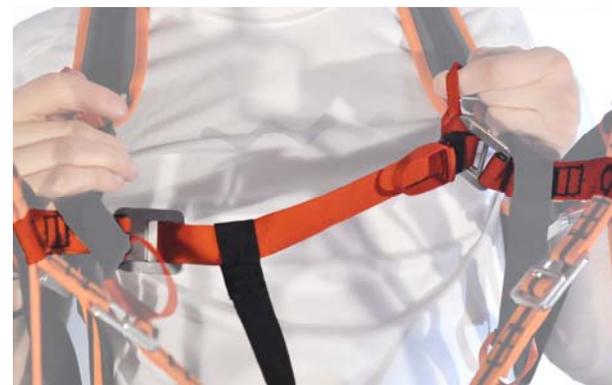
2.2.3- Shoulder-strap adjustment

Shoulder-strap adjustment enables the harness to be adjusted to the pilot's height. The adjustment buckle is situated low down, near the rear edge of the seat. The shoulder-straps also support part of the torso weight to improve comfort.



2.2.4- Chest strap adjustment

The chest strap adjusts the distance between the two karabiners, and it can be set between 37 and 48 centimetres. When the chest strap is tighter, stability is greater. We recommend a length of about 40-42 cm. A wider distance does not improve glider performance, and a smaller distance can accentuate the effects of a “twist” following an asymmetric collapse.



2.2.5- Leg strap adjustment

Because the leg straps are attached relatively high up, the pilot has considerable freedom in thigh movement. Normally, the manufacturer’s original setting should be satisfactory. However it is important to try reaching the correct seated position in the launch phase without using your hands, by testing the movements in a flight simulator. If you cannot achieve the seated position without using your hands, the sitting angle has to be checked, and then the leg straps should be readjusted.

IMPORTANT

All adjustments have to be performed symmetrically on both sides.

3- FLYING WITH THE TRANSALP HARNESS

3.1- Pre-flight checks

For maximum safety, use a complete and consistent system of pre-flight checks and repeat the same mental sequence every flight.

Check that:

- **all buckles are fastened. Take particular care in the case of ice or snow. Always clean off snow or ice before fastening buckles;**
- **the reserve parachute handle is fastened in its correct position, and the pins are firmly inserted;**
- **pockets and zips are closed;**
- **the paraglider is connected correctly to the harness, and that both karabiners are locked closed by means of their locking system;**
- **the speed bar is attached correctly to the glider.**

3.2- Pockets

TRANSALP has a large mesh rear pocket. It also has two loops, again on the dorsal side, for two telescopic trekking poles.



3.3- Dual flying

Flying dual with the TRANSALP harness is not recommended, because the harness does not have enough dorsal protection. Even if it were fitted with the optional protective airbag, a passenger in front of the pilot would obstruct the inflation valve, preventing the airbag from reaching its optimum protective capacity

3.4- Flying above water

It is inadvisable to use the TRANSALP harness on flights over water. In the event of the pilot being forced to land on the water, the airbag, which is filled with air, may force the harness into a position that holds the pilot underwater.

Woody Valley recommends the use of a suitable lifejacket when flying over water.

3.5- Tow bridle connection

The TRANSALP harness can be used for towed launches. The tow bridle release should be hooked directly to the main karabiners, ensuring that the karabiners are positioned with the opening bar facing the rear. For further details, refer to the documentation provided with your tow release, or ask a qualified towing instructor at your flying site.

3.6- Landing with the TRANSALP harness

Before landing, slide your legs out and off the seat surface, so that you take up a standing position. Never land in the seated position; it is very dangerous for your back because there is no dorsal protection. Even if you have the optional Airbag, this is an exclusively passive form of protection, and so landing in the seated position would be dangerous in any case. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

4- FEATURES AND ASSEMBLY OF OPTIONAL ACCESSORIES

4.1- The TRANSALP protection system

The airbag provides excellent protection against the shock caused by impact. Its structure ensures that about 60/70% of total protection is provided even without complete inflation, which occurs during the launch phase. This optional extra is easy to install, and the procedure is obvious. The protection system has four straps which are fixed to the harness. The two lower straps are directly fastened to the harness bridle, while the upper straps are attached to the plastic rings placed near the back regulation components.



4.2- Assembly and adjustment of the speed-system.

After having adjusted the sitting position to the optimum configuration, the accelerator must be adjusted. This harness is compatible with all normal types of speed-system accelerators.

The speed-bar cords are threaded firstly through the eyes fixed to the elastic in front of the board, and then into the harness through the eyes near the front corners of the seat, after which they are led through the pulleys near the rear corners of the seat and brought directly up to connect to the paraglider risers. To adjust the system correctly, the pilot has to adopt a flying position in the harness, suspended from a flight simulator, and hook into the risers of the paraglider. Another person then helps by supporting the risers, so the pilot can adjust the length of the speed-system cords. When no pressure is exerted on the speed bar, the bar must be at a distance no greater than 10 cm below the front of the harness. If the speed-bar cord is too short, it could cause a constant force on the bar during flight, so that the accelerator is unintentionally engaged at all times in flight. It is safest to take off with the speed-bar a little too long, progressively shortening it during the next flights. Remember that all adjustments have to be performed symmetrically, on both sides.



4.3- Transalp rucksack

The Transalp rucksack provides a high capacity in combination with simplicity in use. It was designed throughout by Woody Valley, and it is highly versatile. In fact it can be used for hiking and other land-based sports activities, as well as for paragliding. To pack flying equipment, open the zips of the rucksack completely, and fold the seat against the back of the harness, leaving the straps and buckles outside the “sandwich” thus formed. Ensure that the padded section around the

airbag inflation valve does not suffer any tight folds which could eventually mar its correct functioning. After having folded the paraglider carefully, place it into the rucksack.



The remaining space above should be sufficient to store the helmet, instruments, and extra garments. Once all equipment has been placed inside, if necessary the four side straps can be tightened in order to hold the contents firmly in position. This stabilizes the load and makes carrying the rucksack more comfortable. The adjustment straps on the rucksack shoulder straps can be used in the same way.



Straps on the sides and back of the rucksack can be used to carry two skis, an ice-axe and two telescopic trekking poles. At the top of the rucksack there is an elastic mesh, into which more garments can be inserted, or a small sleeping bag. Other mesh pockets on the sides of the rucksack can be used to store various other objects.



5- MAINTENANCE AND REPAIR

Periodically ensure that the airbag valve and cover are in perfect condition, above all after any impacts.

We recommend having your harness checked by your retailer every two years, and replacing the main karabiners every two years.

To prevent unnecessary wear and deterioration of the harness, it is important to avoid its scraping against the ground, rocks or abrasive surfaces. Do not expose the harness unnecessarily to UV radiation (sunlight) outside normal flying activities. Wherever possible, protect the harness from humidity and heat.

Store all your paragliding equipment in a cool, dry place, and never put it away while damp or wet.

Keep your harness as clean as possible by regularly cleaning off dirt with a plastic bristle brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water and a mild soap. Allow the harness to dry naturally in a well-ventilated area away from direct sunlight.

If your reserve parachute ever gets wet (e.g. in a water landing) you must remove it from the harness, dry it and repack it before putting it back in the container.

Repairs and replacement of harness components cannot be performed by the user, but exclusively by the manufacturer or staff authorized by the manufacturer. The manufacturer and authorized service staff alone can use materials and techniques ensuring correct product functionality and its complete conformity to product certification.

The harness can be washed using a tepid solution of water and mild soap.

Zip fasteners should be kept clean and lubricated with silicone spray.

In the case of making any request to an official retailer or Woody Valley for maintenance operations, please quote the complete identification number shown on the silver label in the rear pocket.

We hope that you enjoy great flights and happy landings with **TRANSALP!**

6- TECHNICAL DATA

DHV tested for a maximum load of	100 kg
Distance between karabiner and seat	ONE size cm 45
Distance between karabiners (min. max.)	ONE cm 36/50
Total weight, Universal size, including hook-in karabiners	0,95 kg
Total weight, Universal size, including hook-in karabiners and built-in Transalp rucksack	1,95 kg
Type of protection	AIRBAG protection – Optional – 330 gr
Type of straps	GET-UP safety system
Certification	DHV GS-03-0339-06
Reserve parachute housing	Optional – 200 gr

7- CERTIFICATE OF APPROVAL



ÖSTERREICHISCHER AERO-CLUB FAA
Blattgasse 6, A-1030 Wien, Tel. ++43-1-7187297, Fax ++43-1-7187297-17
Referat Technik Hänge- und Paragleiter:
D-83703 Gmund, Miesbacherstr. 2, Tel ++49-8022-9675-40, Fax: ++49-8022-9675-99

MUSTERANERKENNUNGSSCHEIN CERTIFICATE OF TYPE ACCEPTANCE

für Paragleiter-Gurtzeug
Nr. MAK GS-03-0339-06

Das nachstehend bezeichnete Luftfahrtgerät wird als Muster anerkannt auf Antrag von:
The product described below has been accepted on application of:

Woody Valley Model snc (OHG), Loc. Spini di Gardolo 96, 38014 Gardolo / Trento, Italien

Dieser Musteranererkennungsschein ist auf Grund der Anerkennung ausländischer Musterprüfungen betreffend Bestimmungen der Zivilluftfahrzeug- und Luftfahrtgeräteverordnung in der am Tage der Ausstellung geltenden Fassung ausgestellt.
This certificate of Type Acceptance is issued in accordance with the appropriate Austrian regulation as in force today.

Luftfahrtgerät: Paragleiter-Gurtzeug
Product:

Hersteller: Woody Valley Model snc (OHG), 38014 Gardolo / Trento, Italien
Manufacturer:

Musterbezeichnung: TRANSALP
Type designation:

Musterzulassungsbehörde und Musterzulassungsschein: DHV
Type Certification Authority and number of Type Certificate: Nr. DHV GS-03-0339-06

Anerkannte Bauvorschriften: Deutsch-Österr. Lufttüchtigkeitsforderungen für HG und GS
Accepted Certification Standard:

Zusätzliche Auflagen:
Additional requirements:

Diese Musteranererkennung ist an die Einhaltung der Auflagen der o.g. Musterzulassungsstelle gebunden

Diese Musteranererkennung kann durch den ÖAeC übertragen, ausgesetzt oder widerrufen werden.
This certificate shall remain in effect until surrendered, suspended or revoked by ÖAeC.

Datum der Ausstellung: 06.10.2006
Date of issue: Unterschrift: Signature:

Österreichischer Aero-Club FAA
Referat Technik / Hänge- und Paragleiter
Miesbacher Straße 2, D-83703 Gmund

Deutscher Hängegleiterverband e. V. im DAeC
DHV/OeAeC-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



MUSTERPRÜFBESCHEINIGUNG

Gurtzeug für Gleitsegel

Musterprüfnummer DHV GS-03-0339-06

Bezeichnung des Gerätemusters

TRANSALP

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:

Woody Valley Model snc (OHG), Loc. Spini di Gardolo 96, 38014 Gardolo / Trento, Italien

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrtgerät und der Lufttüchtigkeitsforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 06.10.2006.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: DHV GS-03-0339-06

06.10.2006

Datum der Ausstellung

Unterschrift

Deutscher Hängegleiterverband e.V.
Miesbacher Straße 2, 83703 Gmund

Deutscher Hängegleiterverband e.V. im DAeC
DHV/OeAeC-Technikreferat
LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel
Beauftragter der österreichischen Luftfahrtbehörde

Luftsportgeräte-Kennblatt
Gleitsegel-Gurtzeug

Geräte-Kennblatt Nr.: DHV GS-03-0339-06 Ausgabe: 0 Datum: 06.10.2006

I. Musterprüfung

1. Gerätemuster: TRANSALP
2. Hersteller: Woody Valley Model snc (OHG)
3. Datum der Musterprüfbescheinigung: 06.10.2006

II. Merkmale und Betriebsgrenzen

1. Gurtzeuggruppe: GH
2. Gerätegewicht (ohne Packsack kg): 0,95
3. Maximal zulässige Anhängelast (kg): 100
4. Integrierter Rettungsgeräte-Außencontainer: Nein
5. Gurtzeugprotektor-Muster: Woody Valley Model snc (OHG) - Transalp
6. Sonstige Besonderheiten:

III. Betriebsanweisungen

Betriebsanweisung in der genehmigten Fassung vom 04.10.2006

Deutscher Hängegleiterverband e.V.
Miesbacher Straße 2, 83703 Gmund

Every effort has been made to ensure that the information contained in this manual is correct, but please remember that it has been produced for guidance only.

This owner's manual is subject to change without prior notice. Please check at www.woodyvalley.com for the latest information regarding the TRANSALP harness.

Latest update: APRIL 2010