



Owner`s Manual

Modell: **Acro T**

Datum: **January 2012**

Autor: **AVA Sport**

Owner`s Manual

1. Rescue Assembly.....	4
1.1. Preparation.....	4
Assembly of second V-line.....	4
Connection of V-line with reserve (Type 1).....	5
Connection of V-line with reserve (Type 2)	6
1.2. Rescue Parashute 1.....	7
Instalation	7
Closing of the harness-container	8
1.3. Rescue Parashute 2	10
Instalation	10
Closing of the harness-container	10
2. Accelerator assembly	11
3. Adjustments	12
3.1. Leg belts	12
Langht/position and perimeter of leg straps	12
3.2. Chest strap	13
3.3. Lateral chests.....	14
3.4. Shoulder strap.....	15
4. Maintenance and Care.....	16
4.1. General information.....	16
4.2. Practical tips	16
Humidity (daytime; during flight)	16
Humidity (evening; after flight)	16
4.3. Packing for transport... ..	17

1. Rescue assembly

1.1. Preparation

Assembly of 2nd V-Line

The reserve is connected to the harness with a V-line. As the harness Acro can be used with two reserve canopies it is necessary to have two V-lines. One V-line is already provided by the manufacturer and is located on the right hand side of the harness. The second V-line is also delivered with the harness and can be found in one of the two side cases of the harness. This second V-line can be attached to the two shoulder straps using connectors (metal links).



Preparation of the second V-line: Pull the end with the two loops upward towards the shoulder strap. The end with one loop leads to the reserve.



The V-line is placed behind the side cover (different color).



picture of correct placement of the V-line, showing the placement of the loop to be connected with the shoulder strap



Connection of both ends of the V-line and shoulder strap with metal connection link

Connection of V-line with reserve (type 1)

The following step must be conducted with both of the reserves.



Both ends of the straps (V-line, reserve strap) are connected with a metal link.

- Attention:**
- The metal connector link should be over dimensioned, especially while flying acrobatic. An opening in high speed situations also leads to high pressure!
 - Both ends of the straps should be bound with rubbers on the metal link. The stated strength durability of the karabiner can only be assured in the designated direction of force. This process must be completed with both reserves.

Connection of V-line with reserve type 2



The riser /strap of the reserve is pulled through the loop of the V-line.



Now the reserve container is pulled through the large loop of its own riser.



The connection of both risers must be tightened very well to prevent friction in case of a reserve opening.

Attention: If using this way of connecting the reserve to the harness it is necessary to secure the connection with duct tape. This is to ensure that the connection is not loosened during time.

1.2. Reserve 1

Installation

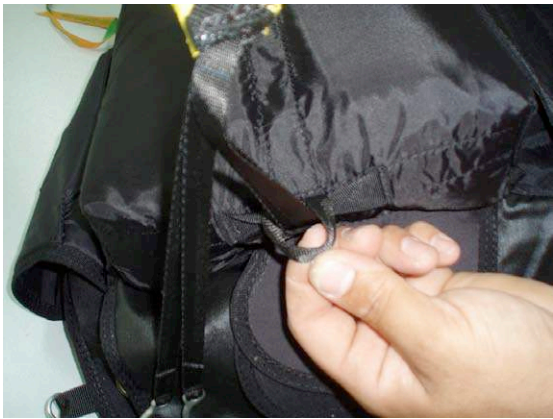
Attention: Before putting the reserve into the container it is required to adjust the length of the leg straps! See 3.1 Adjustment of leg straps.

The container of the first reserve is bigger than the one for the second reserve. If there are two reserves in two different sizes, the larger reserve should be put into the bigger container.

For the first reserve the reserve handle with the two pins must be used.



The reserves handle needs to be placed on the outside of the reserve container as close as possible to the reserve container.



The reserve handle is connected by a loop connection.



The reserves handle is secured by Velcro.

Closing of the harness-container

For the first reserve the reserve handle with the two pins must be used



Pin #1

Order of closing the container .



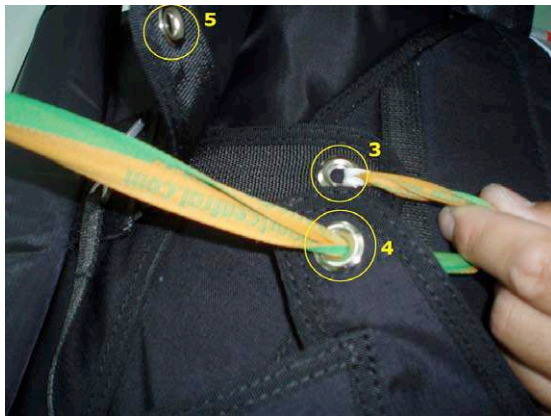
In order to pull the closing loop of the reserve container through the grommet you can use a strap or a piece of line from an old canopy (60-80cm length).

Take out the pulling strap slowly. Pulling it out fast produces heat and damages the closing loop.

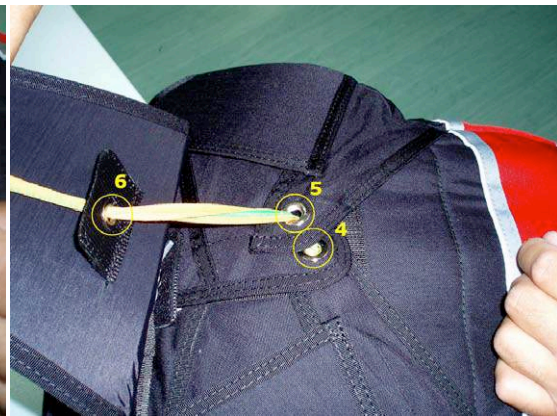
Tip: Thicker lines cut less into your fingers.



Pin #2
Order of closing the container.



Steps 3-5



The last step.

Tip: Check the pin position regularly, best before every take off.
You can do this by opening the upper cover flap.

1.3. Reserve 2

Installation

Take the reserve handle with one pin for the second reserve.



The reserves handle needs to be placed on the outside of the reserve container as close as possible to the reserve container.

Closing of the harness-container



Order of closing the harness. There are only three grommets (2, 3 and 4).

2. Accelerator assembly

At the assembly of the accelerator (will be provided with the canopy) you need to pay attention to the following:



The accelerator needs to be pulled through two deflection pulleys (1, 2) and one grommet.



Deflection pulley 1

3. Adjustments

3.1. Leg straps

Length/position and perimeter of leg straps

There are two options for adjusting the leg straps. The first option allows you to adjust the position of the leg strap; the second provides adjustment for length and perimeter.



The adjustment for the position of the leg strap is located under the container of the first reserve.



The perimeter of the leg strap can be adjusted via Velcro.

The adjustment of the perimeter is done via Velcro (see picture on the right). This way the position will stay in place even on longer time periods of ground handling.

3.2. Chest strap

The chest strap can be adjusted according to your personal preferences. For longer and slower flights it is recommended to open the chest strap further. For shorter and faster flights it is not necessary to fly with a further opened chest strap.



Adjustment of chest strap. .



padding of chest strap

The padding of the chest strap prevents from rubbing during ground handling or front starts.

3.3. Lateral chest strap

The lateral chest strap keeps your upper body in position during flight. Similar to the inclination on a car seat you can adjust the lateral chest strap to your preferred body position: from upright to slightly rested backward.

For flying Acrobatic it is recommended to fly in an upright position to prevent from line twists.



Adjustment of the lateral chest strap .



Neoprene buckle cover after adjustment

The Neoprene cover is pulled over the buckle after adjustment. This prevents from lines getting caught.

3.4. Shoulder strap

The length of the shoulder strap can be adjusted to the upper body. The buckles for both sides of the shoulder strap are at the lower end of the strap (see picture).



adjustment of shoulder strap.

A much tightened shoulder strap can result in a bent over body position, especially while standing at the starting place.

4. Maintenance and Care

4.1. General information

For the production of AVA Sport harnesses only materials and components of selected manufacturers are used (almost only European products). The selection of top quality materials only ensures a maximum duration of life

Nevertheless the harness needs to be handled with care!

4.2. Practical tips

Humidity (daytime; during flight)

The harness should be stored/ handled in a dry place. Keeping the harness in a damp environment leads to damp or wet Velcro. Especially during winter time this can result in frozen Velcro fastenings, which then will need much more force to be opened. This will hinder a reserve opening!

Humidity (evening; after flight)

If you used your harness in damp or wet conditions you need to open the reserve containers to check if the reserve canopy and the inner container are wet. If this is the case you should take the reserve out and keep it for some time (one night) in a warm and dry environment to allow it to dry out. For better drying the canopy also should be taken out of the inner container.

If the reserve canopy is wet, then it needs to be fully opened, dried out completely and repacked.

Attention ! Don't be careless or lazy. The Reserve can be your last chance!

4.3. Packing for transport

When packing away your harness after flight, pay attention to not bending the seat of you harness.



Place the packed canopy on top of the seat and secure it with the chest strap.



Now place the whole equipment into the pack sack. This way everything will be properly secured.

