

SKYWALK



BREEZE

Modular Harness-LTF91/09 | EN 1651/1999

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1 INTRODUCTION

Welcome to skywalk!

Congratulations on the purchase of your new BREEZE and thank you for your trust in us and in our products. In this manual you will find information that will help you quickly get to know your new harness to ensure your fun for a long time.

At skywalk we are enthusiastic about wind sports and innovative technologies. When we founded skywalk in 2001, our goal was to make paragliders and kites that offer new solutions to set new impulses, and to provide customers with a maximum of user friendliness. Today we are one of the most successful paraglider manufacturers in the world.

For this we are thankful for our curiosity about everything that flies, sails and surfs, as well as our interest in a variety of outdoor sports. It's this "big picture" view that allows us to continuously set new accents in paragliding.

We are always open for questions, comments or critique and are happy to provide you at any time with further information!

Your skywalk Team
 PURE PASSION FOR FLYING

Version 2/03_2020
 The latest version of the manual can be found on
www.skywalk.info

2 DESCRIPTION

The BREEZE is a recreational harness with a simple design that fulfills the most diverse demands. In short, it is: comfortable, safe, lightweight and modular. Its shell encloses the body perfectly and ensures maximum comfort. We chose a moderate height for the suspension points. In this way, the geometry allows an intuitive transmission of control pulses and weight shifting.

Security was at the top of our to-do list for the BREEZE. With the BREEZE, we are integrating the PERMAIR technology developed for the Red Bull X-Alps for the first time in a recreational harness. The permanent air protector combines the advantages of foam and ram air protectors.

PERMAIR offers maximum damping with minimal weight and space requirements in the rucksack. A large back storage compartment with attachment for a hydration pack and a removable cockpit provide ample storage space.

The modular design of the BREEZE makes it possible to separate the cover from the seat shell in a few simple steps.

CAUTION



THE TYPE CERTIFICATE AND THE DATE OF THE FACTORY INSPECTION CAN BE FOUND IN THE BACK STORAGE COMPARTMENT. SHOULD THIS BE MISSING, ASSUME THAT THIS HARNESS IS A PROTOTYPE THAT HAS NOT BEEN TESTED.

SCOPE OF DELIVERY

- EN 1651/1999 certified harness
- LTF 91/09 certified PERMAIR protector
- 2 aluminium main carabiners
- Front pocket incl. cockpit
- Inflation bag
- Speed system
- Reserve chute V-line
- Rescue handle with integrated inner container



3 FEATURES

1 - Recco

The RECCO® Reflector offers emergency personnel an additional chance to locate a missing person (for example, in heavily forested areas).

2 - Provision for a hydration system

Includes a pocket in the back area for attaching a drinking bladder, a drinking tube outlet from the back compartment and an elastic loop to attach the mouthpiece.

3 - Rescue chute deployment kit

Rescue handle with included deployment bag to facilitate the release with different reserve chutes.

4 - Mounting place for radio or Solario

With loop for securing and extra reinforcement for easy installation with velcro and radio clip.

5 - Abrasion-resistant bottom material

Oxford fabric structure to increase the abrasion resistance.

6 - Seat-cover connection

A zipper and four buckles allow easy and quick detachment of the seat and cover.

7 - PERMAIR connection pocket

For trouble-free inflation of the protector.

8 - PERMAIR

Permanent and comprehensive protection with minimal packing size and weight.

9 - Rear storage compartment

A large rear compartment provides enough space for your gear.

10 - Front pocket

With subdivided bag for battery pack etc. Removable, the angle of the cockpit can be adjusted.

11 - V-line channel

Channel for guiding the reserve chute connecting lines.



12 - In-flight adjustments

- a) Back adjustment: To adjust pilot position and angle in flight.
- b) Lumbar support: For optimal ergonomic support in the lower lumbar region.
- c) Shoulder strap: To adjust to the upper body length.
- d) Chest strap: For adjusting the roll stability.

13 - Get Up locking system

With Austri Alpin frame buckles for a solid, secure connection.

14 - Pure back storage compartment

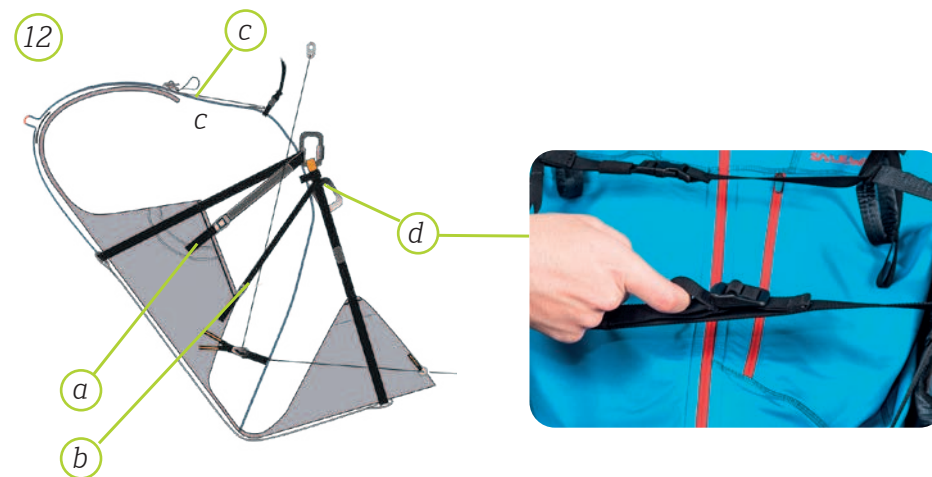
Small storage compartment for clothing and packsack if no cover is used.

15 - Speed bar

Extra tube reinforcement and triangle connector that facilitates reaching the speed bar.

16 - Inflation bag

Serves as a bellows for filling the protector as well as packing the harness.



4 SAFETY NOTICE

With the purchase of this equipment, you assume the full responsibility and accept all risks associated with the use of paragliding equipment, including injury and death. Improper use of paragliding equipment increases this risk. To fly a paraglider, you must be in possession of the required license or permit for the country in which you are flying. Neither skywalk nor the seller nor the importer of this product can be made liable in case of personal injury or damage caused to a third party.

5 INITIAL SETUP

The BREEZE should initially be setup and inspected together with your dealer. In particular, a compatibility test must be carried out when the reserve chute is installed for the first time.

Then perform the basic setup yourself while sitting in a harness simulator. Insert the main carabiners through the two loops that are connected directly to the seat and the back support.

Follow these steps to put on the harness:

1. Put your arms through the shoulder straps.
2. Close the Get Up system.



Harness adjustments

The BREEZE offers 4 adjustment options to adjust the flight behavior, flight position and support.

Chest strap

With the chest strap adjustment, the flight dynamics of the harness can be adjusted. The tighter the chest strap, the more stable the harness becomes. However, yaw stability is reduced. With the front pocket attached, in-flight adjustment is limited.

Shoulder strap

The shoulder strap allows you to adjust the harness to the length of the pilot's torso. Make sure to take into account the clothing that the pilot will wear during the flight. The length should be adjusted so that the shoulder straps have light contact with the top of the shoulders.

Back angle

You can perform an initial preset in a harness simulator. During a test flight, you can then fine-tune the position because drag caused by the stream of ambient air affects the inclination of the harness by 3-6°. The Edelrid adjusters mounted on the BREEZE tighten automatically. Just release them for adjustment.

Lumbar support

The lumbar support in the lower lumbar region makes it possible to adapt the back part of the harness to the shape of the spine, similar to an office chair. An ergonomically optimal posture prevents back fatigue and makes flying over a longer time more pleasant. For this, the lumbar support should be tightened until you feel a slight pressure and your spine takes on a natural shape from the arch of your back.

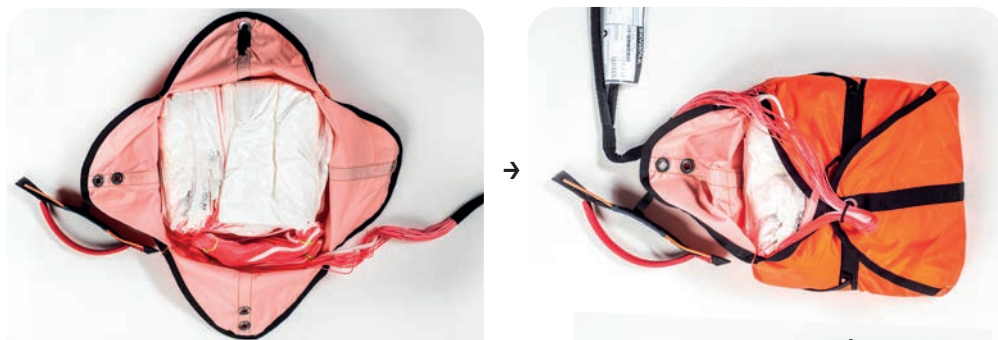
6 INSTALLING THE RESERVE CHUTE

The BREEZE can be combined with most compact reserve chutes. The reserve chute may only be integrated in the outer container together with the supplied deployment bag, keeping aware of the maximum volume of the reserve chute. The maximum allowed volume must not be exceeded, otherwise a correct deployment cannot be guaranteed. The initial installation of the reserve chute must be carried out by an approved compatibility technician. This verifies the deployability of the reserve chute and certifies its compatibility on the reserve chute's packing and inspection document.

It is very important that the test release of the rescue device is carried out by the pilot himself sitting in the harness in a harness simulator, as different physiques and forces affect its deployability. Before installation, you must first check whether the reserve chute needs to be repacked.

Connecting the reserve chute with the harness

1. Remove your reserve chute from the standard deployment bag and place it in the open deployment bag of the BREEZE.
2. Make sure that the lines are arranged as in the picture to the left. Leave about 10 cm of the lines free and close the four leaves of the deployment bag beginning with the top (picture right).

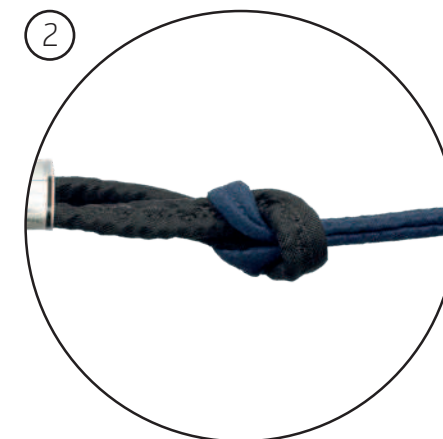
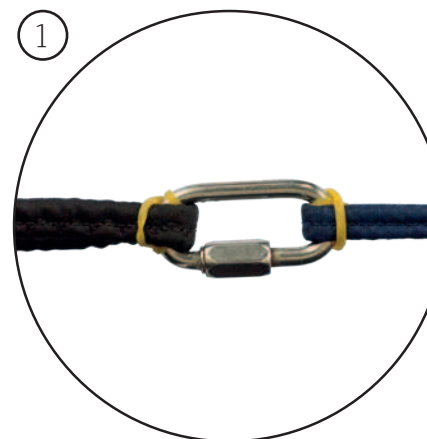


3. Secure the elastic loop with the bundle of lines and make sure that the loop is max. 3 cm long.



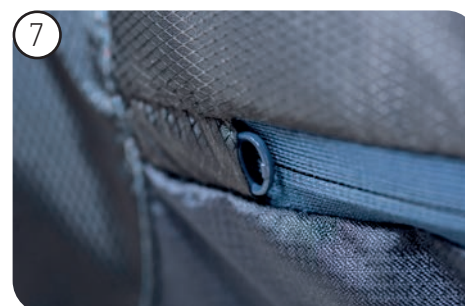
4. Now you can connect the V-lines of the BREEZE with the lanyard of your reserve chute. To connect the reserve chute to the V-line, you must use a screw shackle with at least 2400 daN strength. The lines have to be connected on both sides of the screw shackle and must be secured with rubber bands (pic 1).

As an alternative, you can connect the two lines with softlinks if the size of the loop on the reserve chute allows this (pic 2). Looping your reserve chute with the V-lines is reliable and safe using skywalk products when you comply with conditions such as maximum tightening of the straps and looping in the center. We cannot make a binding statement about the strength behavior when looping with reserve chutes of other manufacturers.



INSTALLING THE RESERVE CHUTE

1. Place the reserve chute in the BREEZE reserve compartment lines first and the V-lines untwisted next to it. Guide the V-lines up the side channel. (pic 1)
2. Guide the two zipper pullers counter to the actual functional direction to the opening of the reserve compartment until the sliders abut each other at the stopper and place the connection strap of the deployment bag between the two stops of the zippers, so that the reserve chute is in the reserve compartment and the handle is on the outside of the harness. The zippers must remain in this position until the end. (pic 2)
3. After the reserve chute has been properly inserted into the harness, it must be closed by means of the split pins on the reserve chute handle. For this you need two short auxiliary lines (due to the low friction, we recommend uncoated, not too thin paraglider lines), which you thread into the two loops on the outer container. Pull the two loops with the help of the auxiliary lines through the two lugs. (pic 3)
4. Secure the two loops with the split pins on the reserve handle. (pic 4)
5. Insert the ends of the split pins into the small pockets. (pic 5)
6. Secure the handle in the neoprene pouches, making sure the handle is not twisted and the Velcro is in the correct position. (pic 6)
7. Remove the auxiliary lines carefully and slowly. Pulling too fast could damage the loops.
8. The zipper sliders must still abut the stoppers, so return them to position in case they have slipped. Close the zippers completely, making sure they completely disappear into the zipper garages. (pic 7)
9. Check that the split pins absorb the tension on the zippers by holding the harness above and below the reserve compartment and pulling it apart.



MOUNTING THE FRONT CONTAINER

To connect the front container statically with the harness, the front container should be attached to the harness at least three places. You can read about how to pack the reserve chute in the front container in the operating instructions of the front reserve container. When installing the V-lines, the following points should be noted:

1. The V-lines are installed under a piece of Velcro. Open this Velcro and guide the V-lines through the small opening at the bottom of the Velcro.
2. Close the Velcro again.
3. Open the piece of Velcro on the right and guide the V-lines through the channel.
4. Guide the V-lines in a circular arc with a radius of about 7 cm around the right-hand carabiner into the front container.



! DANGER



ALWAYS RUN THE SPEED BAR LINE BETWEEN THE V-LINES AND THE HARNESS, OTHERWISE DEPLOYMENT OF THE FRONT RESERVE COULD BE IMPEDED.

COMPATIBILITY TEST

The correct installation of the reserve chute should now be verified with a test deployment. To do this, put on the harness, close the leg straps and hang the main carabiners in a harness simulator. Then pull out the reserve chute by the handle. For this test, it is not enough to deploy the reserve chute without sitting in the harness. It must be possible for you to reach and pull the handle with no problem from the flying position, in accordance with the instructions of this manual.

The deployment force must not be below 2 daN and must not exceed 7 daN. In case of uncertainties you should consult a specialist or contact your competent skywalk dealer. The reserve chute must be deployed with the correct throwing technique, with a continuous and steady pull in a sideward movement away from the harness. Otherwise, deployment may be difficult.

A reserve chute deployment can be made more difficult by the following factors:

- The reserve chute is too large or too bulky for the compartment or the deployment bag.
- The reserve chute is not packed in the shape of the deployment bag.
- The reserve chute is not thrown with the appropriate throwing technique.
- The reserve chute has too much volume after repacking.
- Because arm length is crucial for a successful reserve chute deployment, smaller persons with short arms may not be able to deploy the reserve chute. In emergency situations, high G-loading can occur, which can make deployment even more difficult.

CAUTION



BEFORE EACH FLIGHT, CHECK TO SEE IF THE RESCUE HANDLE IS IN THE RIGHT POSITION AND WHETHER THE SPLINTS OF THE HANDLE ARE SITTING CORRECTLY. REACHING FOR THE RELEASE HANDLE TO TEST ITS POSITION EVERY FLIGHT CAN HELP YOU MEMORIZE THE POSITION SUBCONSCIOUSLY.

7 HARNESS ADJUSTMENTS

Speed System

The supplied speed system is already mounted on the seat of the harness when delivered. However, the length of the speed bar travel must still be set individually on the paraglider. Proceed as follows:

1. If the speed system is set too short, it won't be possible to fully extend your legs.
2. If the speed system is set too long, the pulleys on the risers will not meet.
3. In the optimal case, your legs are stretched out fully just as the pulleys on the risers of the paraglider touch each other.
4. To adjust the length, open the knot on the brummel hooks.
5. After finding the optimal length, tie the brummel hook with a bowline knot.

Front pocket

The front pocket can be attached or removed as needed in the following steps:

1. Connect the two webbing clips on the underside of the cockpit with the chest strap. (pic 1)
2. Guide the webbing with hooks over the chest strap and through the guide on the pocket. (pic 2)
3. Hook the hook into the loop located between the leg straps. (pic 3)
4. The angle of the cockpit can be adjusted individually to the weight of the instruments. Pull on the adjuster while you are sitting in the harness with the instruments mounted.



Separating the cover and seat

1. Open the buckles left and right on the outside of the main suspension points. (pic 4)
2. Open the two webbing clips on the leg straps of the harness. (pic 5)
3. Open the connection zipper to disconnect the cover from the seat. (pic 6)



To reconnect the cover to the seat, follow the steps in reverse order. It is important that an unhindered reserve chute deployment is possible. If you are uncertain, then make sure it works with a compatibility check (page 48).

CAUTION



PROPER USE OF AN LTF 91/09 CERTIFIED PROTECTOR IS OBLIGATORY IN GERMANY AND IS A REQUIREMENT FOR VALID INSURANCE COVERAGE OF THE PILOT! REMOVING THE AIR-PROTECTOR IS DONE SO AT YOUR OWN RISK AND IS THE FULL RESPONSIBILITY OF THE PILOT! DOING SO INVALIDATES THE LTF 91/09 CERTIFICATION!

PERMAIR protector

The BREEZE is a harness with permanent-airbag protector. The protector is approved according to the rigorous criteria of LTF91/09 and meets these requirements when installed. The protector provides the best protection when fully inflated and can be inflated with the included inflation bag or by blowing. The protector can be removed via a zipper (pic right) to make any repairs. Make sure to keep sharp objects, such as sticks, away from the harness.



CAUTION



THE PROTECTOR IS NO SEAT CUSHION! SITTING ON THE HARNESS MAY DAMAGE THE PROTECTOR OR SHORTEN ITS LIFE. IF YOU SUSPECT DAMAGE, TEST FOR LEAKS. WHEN IN DOUBT, CONTACT YOUR SKYWALK DEALER OR US DIRECTLY.

Inflation

1. Place the harness flat on its side and make sure that no heavy objects, such as cockpit or reserve shut, are lying on the protector, making it difficult to inflate.
2. Open the Permair connection bag on the right with the zipper. (pic 1)
3. Remove the yellow cap and take the tube out of the bag.
4. Connect the end of the tube to the valve on the inflation bag. (pic 2)
5. Make sure that there are no pointy or sharp objects on the floor.
6. Open the roll top of the inflation bag. From about 20 cm away, blow into the opening and close the bag by rolling it until pressure builds up in the inflation bag. (pic 3)

7. Apply more pressure by pumping on the inflation bag to allow air to flow into the Permair protector. Make sure that the hose connection and the hose itself are not twisted. (pic 4)
8. You will feel a pressure increase in the inflation bag when the protector is completely filled. After that, it is not possible to pump more air into the protector.
9. Repeat step 6-7 if the protector is not completely filled.
10. Maintain pressure and kink the hose to prevent the air from escaping.
11. Disconnect the inflation bag from the tube and close the tube with the yellow cap within three seconds. (pic 5)
12. Close the zipper.



CAUTION



THE PROTECTOR MUST BE SEALED AFTER INFLATION WITHIN 3 SECONDS TO ENSURE THE FUNCTIONALITY ACCORDING TO LTF 91/09. IF THIS IS NOT DONE, PROTECTION WILL BE INSUFFICIENT! THE PROTECTOR MUST ALWAYS BE FILLED WITH THE MAXIMUM VOLUME.

CAUTION



THE PROTECTOR MUST BE INFLATED ONLY WITH THE INFLATION BAG OR MOUTH!! PUMPS OR ANY KIND OF EXTERNAL INFLATION IS EXPRESSLY FORBIDDEN!

Packing and compressing

To bleed the protector, just pull out the yellow cap from the hose. When stowing the harness, leave the hose open to squeeze out the remaining air by compressing it. Fold the harness and pack it in the inflation bag. Close the rolltop of the inflation bag and open the yellow cap on the inflation bag. Now squeeze all the remaining air out of the inflation bag and gently pull on the hose connection until the air flows out. Then close the hose connection with the cap.

Replacing the protector

To perform a leak test or to replace the protector, you can remove the protector from the harness. After each hard landing and any fall from a height of more than 0.5 m, a leak test (page 58) must be performed on the protector.

To remove the protector from the BREEZE, follow these steps:

1. Separate the cover as described on page 50.
2. Open the connection pocket for the Permair.
3. Remove the yellow cap and loosen the tube from the Velcro connection.
4. Slide the hose through the opening at the bottom of the compartment.
5. Open the zipper on the inside of the cover and release the protector from the Velcro on the inside.
6. Now you can remove the protector.

Installation is the reverse order.

8 FLYING SAFE

PREFLIGHT CHECK

It is important to check all paragliding equipment thoroughly before every flight to see if it has any defects. Also check the paraglider after long flights and after long storage.

Check thoroughly that:

- no visible damage to the harness or carabiners is present that can affect air-worthiness.
- the reserve parachute container is correctly closed and is connected to the harness, and that the splints are threaded completely through the loops, and that the rescue handle is correctly mounted.
- all buckles, straps and zippers are shut and secured.
- the paraglider is correctly hooked to the harness and that both carabiners are correctly closed and secured.
- the speedbar is properly hooked into the speed system of the risers.
- the cord stoppers on the speed bar lines lead down to the pulleys so that the speed bar is fixed to the leading edge of the harness.
- all pockets are closed and that no loose items are hanging around.
- the protector is filled and secured with the yellow cap.
- all leg and chest straps are closed before you launch!

CAUTION



DO NOT LAUNCH IF YOU FIND ANY DEFECTS, EVEN SMALL ONES! IF YOU FIND ANY SIGNS OF DAMAGE OR ABNORMAL WEAR AND TEAR, CONTACT YOUR FLIGHT SCHOOL OR SKYWALK DIRECTLY.

BEHAVIOR IN THE EVENT OF A RESERVE CHUTE DEPLOYMENT

- Locate the rescue handle on the right side of the harness and hold it tightly with one hand.
- Pull the handle firmly away from the harness in a continuous and sideward movement to release the split pins and pull out the reserve chute.
- Make sure that you throw the reserve chute in the deployment bag into free airspace.
- If possible, throw it in the opposite direction of any rotational movement and let go of the handle!!
- Once the reserve chute is open, try to keep it from tangling and swinging. It is best use the B-, C- or D-lines or the brake lines to pull the glider symmetrically toward you.
- When you land, straighten up as much as possible and use the parachute landing fall (PLF) technique to minimize the risk of injury.

WHAT TO DO IN EMERGENCY SITUATIONS AND EXTREME FLIGHT CONDITIONS

Disturbances of the paraglider that are caused by thermal lift or turbulence are transmitted perceptibly via the harness mounts to the seatboard. To avoid getting tipped to the side, make sure that you are always sitting in the middle of the seatshell. Also make sure that you don't lose your grip on the brake handles so that you can react quickly and without delay to extreme flight conditions. Read about the behavior of your glider in extreme flight conditions in the appropriate manual. Should you fly into an object or land in a tree, be calm and notify the authorities.

FLYING ON BAR

The speed bar should be secured to the harness prior to launch. To use the speed bar, you will need to make some effort. This can affect the sitting position in the harness. Therefore, we recommend an upright position in the harness. Adjust the harness before your first attempt of flying on bar. We remind you to only fly in wind conditions that don't require constant use of the speed bar. To reach the maximum speed, press the speed bar firmly until both pulleys on the A-risers touch each other. As soon as you apply the speed bar, the angle of attack will be reduced and the speed increases, but the paraglider becomes less stable and can collapse more easily. For this reason, always use the speed bar with adequate altitude over the ground and distance from obstacles and other aircraft. Avoid adjusting the speed bar too short. It is important to avoid unintentionally activating the speed system due to a setting that is too short. Collapses on bar are normally more impulsive and demand fast reactions.

CAUTION



NEVER FLY ON BAR IN TURBULENT AIR.
NEVER FLY ON BAR NEAR THE GROUND.



9 MISCELLANEOUS

WINCH-TOWING

The BREEZE is suitable for winch-towing launches. There are no special attachments for this type of launch. The tow release is attached either to the main carabiners or even better to a tow adapter that extends beyond the ends of the risers before these are hooked to the carabiners. Follow the instructions of the tow release and the tow adapter or ask a flight instructor who is experienced with paraglider towing.

CAUTION



SKYWALK EXPRESSLY WARNS OUT THAT TURNING THE MAIN CARABINER AROUND TO POINT OPPOSITE THE DIRECTION OF FLIGHT IS STRICTLY PROHIBITED! REASON: THE DESIGN ADVANTAGES OF THE HIGH SUSPENSION POINT AND CONTINUOUS BACK SUPPORT COULD CHAFE AND DAMAGE THE LOCKING MECHANISM OF THE CARABINER..



TANDEM FLIGHT

The BREEZE is not a suitable harness for tandem flight.

SAFETY TRAINING AND FLYING OVER WATER

We do not recommend using the BREEZE for flying over water or for safety training. It is possible that the air-protector of the harness could force the pilot under water after a water landing.



CAUTION

BE CAREFUL WHEN FLYING OVER WATER!

10 MAINTENANCE, CARE

The selected materials used in the BREEZE make it necessary to treat them carefully and in a professional manner. Make an effort to take care of your harness and keep it clean to preserve its airworthiness over the longest possible time.

- Avoid dragging your harness over stony ground and always try to land in an upright position.
- Don't leave your harness lying in the sun unnecessarily long. UV radiation is very damaging to the material.
- Store it in the Inflation bag when you don't use it.
- Store your paragliding equipment loosely packed in a cool and dry place. If it gets wet, always dry out your equipment before packing it.
- To clean it, just use a brush or a damp cloth. Use mild soap to clean it only when absolutely necessary. If you do, first remove other parts like the reserve parachute. The coating of the material can be damaged by brushing or rubbing.
- Let the harness dry in a well-ventilated, shady place if it was wet. If the reserve parachute gets wet, (e.g. during a water landing), then it is necessary to open it up, let it dry, and pack it again.
- After a hard landing or an impact higher than 0,5m, check the protector for damage. In such a case, the protector must be repaired before the next use of the harness.
- Zippers should be treated with silicon spray once a year.

MATERIALS

The skywalk BREEZE is manufactured from the highest quality materials. skywalk has selected the best possible combination of materials with regard to resilience, performance and longevity. We are aware that the durability of the harness is a deciding factor in the pilot's satisfaction.

MAINTENANCE CHECKLIST

In addition to your normal preflight procedure, you should also take a close look at your BREEZE after the reserve parachute has been packed and re-installed – normally every six months but no later than every twelve months. Naturally, it's important to also check your harness closely after unusual circumstances, for example after a hard landing or a tree landing, or if the harness shows above-average wear and tear. When in doubt, always consult an expert.

Here is what to check:

- Check all straps and buckles for wear and tear and damage.
- The stitching of all seams should be checked and, if in doubt, should be repaired to keep problems from propagating.
- Special attention should be given to the installation of the rescue parachute, in particular the splints.
- Both aluminum carabiners should be renewed after no more than five years or maximum 500 flight hours. Impact to the carabiners can result in invisible damage that could lead to failure during use.
- Perform a leak test.

The documentation for service work should be entered on page 63 with the name of the repair person, stamp and signature.

LEAK TEST

After a hard landing or fall from a height of more than 0.5 m, a leak test should be performed on the protector in order to be able to detect any damage before the next flight and to remedy it subsequently.

Follow these steps:

1. Remove the protector from the harness.
2. Inflate the removed protector.
3. Store the protector at a constant temperature for 12 hours in a shady room.
4. After the time has elapsed, check the air pressure in the protector.
5. If the protector is still completely filled, it can be reinstalled. Otherwise, repair or replace it.

STORAGE

Ideal is a dry, dark place with a constant temperature. Moisture is an old enemy of the durability of all paragliders. For this reason, always dry your equipment before you store it, preferably in a heated and well ventilated room, so that moisture can evaporate.

11 REPAIRS

Repairs should only be carried out by the manufacturer or by an authorized skywalk service center. Exceptions include the repair of small cuts (up to about 5 cm that don't affect a seam).

CHANGES TO THE HARNESS

Your skywalk BREEZE is manufactured within the regulated parameters of tolerance. These parameters are very narrow and must not be altered under any circumstance.



CAUTION

UNAUTHORIZED CHANGES INVALIDATE THE TYPE APPROVAL AND ALL LIABILITY CLAIMS AGAINST THE MANUFACTURER AND ITS DISTRIBUTORS ARE INVALIDATED.

12 DISPOSAL

When choosing materials, skywalk places high value on environmental compatibility and the highest quality control. Should your harness someday no longer be flyable, remove all metal parts such as carabiner, etc. All remaining parts can be turned in at a recycling center. The metallic parts can be turned in at a metals recycling center.

The best solution is to send your retired skywalk harness directly to us. We will then take care of recycling it.

13 HOMOLOGATION

The BREEZE is certified to LTF 91/09 as well as EN 1651/1999. The BREEZE is defined as a lightweight sport aircraft with an empty weight of less than 100kg in the paraglider category. The many homologation tests are the last hurdle in the development of a skywalk paraglider. The homologation tests only take place when the test team is completely happy with the harness development.

14 MAINTENANCE CHECK

According to LTF regulations your harness will have to undergo a maintenance check after 24 months. The maintenance check has to be carried out by the manufacturer or its representative.

CAUTION



IF THE HARNESS IS SUBJECTED TO ABOVE AVERAGE WEAR AND TEAR (EXTREME FLIGHT MANEUVERS, FORBIDDEN ACROBAT FLIGHT MANEUVERS) IT SHOULD BE INSPECTED EARLIER OR SHOULD UNDERGO AN ADDITIONAL INSPECTION!

15 TECHNICAL DATA

	S	M	L	XL
Pilot height (cm)	155 - 172	170 - 181	177 - 190	186 - 198
Suspension points height(cm)	41	43	46	49
Harness weight (g) *complete	2100	2200	2300	2450
Weight main seat (g) *excl. cover	1100	1170	1240	1340
Harness certification	EN 1651:1999			
Main protector certification	LTF 91/09			
Maximum load (kg)	120			
Volume of reserve container (cm³)	2500-4200	2500-5600	2500-5600	2500-5600

Certification BREEZE harness DHV GS-03-0392-19

Materials:

Cloth of the harness: Diamond Ripstop 100D Nylon, Dynagin 210D Nylon, Oxford 300D Polyester, Twill 100D Nylon, Lining 75D Polyester,
 Webbing: 25 mm Nylon webbing, 15 mm Nylon webbing, 10mm Nylon webbing
 Ropes: Liros DC500, D-PRO 5mm, D-PRO 2,5mm

Other:

Ronstan Orbit 20 BB pulleys,
 brummel hook Finsterwalder Titanal,
 carabiner Edelrid Foras,
 webbing buckle Edelrid SB, Mega Duckbill

16 NATURE AND ENVIRONMENTALLY COMPATIBLE BEHAVIOR

We have taken the first step towards ecological awareness with our nature-friendly sport. Especially with our mountain climbers who prefer to climb to the launch site. Nevertheless, we plan on continuing in the same vein. This means specifically: clean up your trash, stay on marked trails and don't cause unnecessary noise. Please help to maintain the balance of nature and to respect animals in their territory.

17 CLOSING WORDS

In terms of safety, comfort and innovation, the skywalk BREEZE is at the absolute leading edge of development in the market for modular harnesses. It cost us a lot of time to develop this harness, but it was also a lot of fun. In this development we recognize the challenge of making the right product for every area and individual taste. We are pleased if you notice this during your first flight and if you feel a certain unity with your glider from the very beginning. The BREEZE will provide you with plenty of joy over many years if you treat it and care for it properly. Respect for the demands and dangers of our sport are essential for successful and beautiful flights.

Even the safest paraglider or harness can be dangerous due to misjudgments of meteorological conditions or pilot error. Always remember that flying sports are potentially risky and that you are responsible for your own safety. We advise you to fly carefully and to respect laws in the interest of our sport, because every pilot always flies at his or her own risk!

WE WISH YOU A LOT OF FUN WITH YOUR NEW HARNESS AND ALWAYS HAPPY LANDINGS!!

Your skywalk Team

SKYWALK
 GmbH & Co. KG

WINDECKSTR. 4
 83250 MARQUARTSTEIN Fon: +49 (0) 8641 - 69 48 40 www.skywalk.info
 GERMANY Fax: +49 (0) 8641 - 69 48 11 info@skywalk.info

18 TEST PROTOCOL			Date:
Customer, Name:			
Adress:		Tel. Nr:	
Product type:	Size:	Serialnumber:	
certification number.:		last service:	
Manufacturing date.:			

Checklist:	Result [+/-]:	defects:	suggestion:
Identificatation			
Main suspension:			
Carabiner-Cover: (no abrasion/ Webbing must be fully covered)	<input type="checkbox"/> + <input type="checkbox"/> -		
Carabiner: (edelrid Aluminium Carabiner max. 5 years / 500 h Check specifications of other carabiners)	<input type="checkbox"/> + <input type="checkbox"/> -		
Main suspension: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Webbing at mainseat (abrasion/damage?)	<input type="checkbox"/> + <input type="checkbox"/> -		
Get Up / legstraps: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Safetybuckles (100% functionality)	<input type="checkbox"/> + <input type="checkbox"/> -		
Seams:			
Mainprotector: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Mainsuspension: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Rescueloops: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
V-Line: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Rescuehandle (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		

Denseness test:			
	Result: [+/-]:	defects:	suggestion:
inflate the protector, check level after 12h	<input type="checkbox"/> + <input type="checkbox"/> -		

Rescuesystem:			
	Result: [+/-]:	defects:	suggestions:
Rescue handle: (check cotter pins & Loops)	<input type="checkbox"/> + <input type="checkbox"/> -		
V-Line: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Frontcontainer: (check connections and seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Condition:	<input type="checkbox"/> new <input type="checkbox"/> very good condition <input type="checkbox"/> good condition <input type="checkbox"/> used <input type="checkbox"/> very used, still within certification, check within shorter periods <input type="checkbox"/> not usable anymore, doesn't meet certification		
Repairs:			
Signature of checker:		Date:	
Name of checker:		Company stamp:	