# *AYGUNFLY*

# *Maki*

## User Manual


**Please read this manual carefully before your first flight**

**Contents**



## 1.Descripton

The **Maki** is constructed with carefully chose meterials of the highest quatily to ensure a long life span and highly durable good look.Please read this manuel carefully before using the harness for the first time.This will help you utilize all features of the **Maki**.

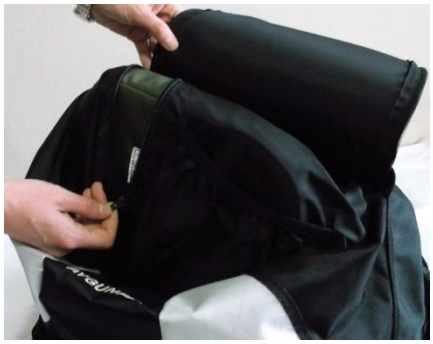
## 2.Safety

Paragliding is a potentially hazardous sport. When flying a paraglider you have to accept risks of injury and even death. Incompetent or improper use of the harness may increase those risks. In case of any doubts please ask your dealer or manufacturer. **Aygunfly** do not bear any responsibility for damages or injuries resulting from paragliding activities.

## 3.Installing the back protector

The **Maki** has a 17,5cm back protector that is easily installed through the back compartment.  To install the back protector simply open the zipper at the bottom of the back pocket. The back protector should slide easily into place and fit neatly inside the back protector compartment.Finish by closing the zipper to the back protector compartment.





## 4.Reserve parachute

The housing for the reserve parachute is below the seat in the front part of the harness. The container is large enough for most reserve parachutes on the market today. The reserve parachute has to be linked to the harness before it is inserted into the built-in pocket.

## 5.Connecting the deployment handle to the deployment bag

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.




An example of attaching the paraglider whith the carabiner.

### 6.Connecting the reserve parachute to the harness

The reserve parachute bridle is passed through the loop at the end of the harness reserve parachute bridle. The reserve parachute itself is then passed through the large loop in the reserve parachute 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.

Alternatively, attachment of the connection belt with the harness.

## 7.Inserting the reserve parachute into the harness

Insert the reserve parachute into the pocket of the harness, so that the handle is visible and facing outwards, and the loop connecting the handle to the deployment bag is facing upwards**.**Thread a thin 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 metal pins on the handle into the elastic loops and under the transparent cover. It is essential to remove the cords after this operation. The cords should be pulled out slowly in order not to damage the elastic loops by excessive friction. Lastly, the handle should be positioned under the elastic cover.



Secure one of the pins with a thread which has a predetermined breaking point. This thread ruptures at a load of 5 kg.

**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.

## 8.Harness adjustment

Before adjusting the straps please install rescue parachute  and fill the back pocket as for normal flight. Watch out for the symmetry – left and right side should be adjusted the same. First, test flight should be done in easy weather conditions, with necessary corrections applied afterwards.

Shoulder strap adjustment

With the shoulder belts you adjust the harness on the pilot’s heigh, but also you adjust the seating position between upright and lying.When correctly adjusted,light pressure from the shoulder straps shoud be felt on the shoulders.

Back strap adjustment

Use the lumbar straps to set the angle between the thigs and the trunk. During the adjustment pay attention to the fact that the body load is distributed equal on shoulder belt and lateral chest belt.

Chest strap adjustment

The chest belt is closed together with the combined leg straps.The length of the chest belt can be adjusted. Should not be tightened to much.

Leg strap adjustment

The leg straps arae the most important safeguard against falling out of the harness.Please pay attention that the length is not to long or too short.

Speed system adjustment

After having adjusted the sitting position to the optimum configuration, the accelerator must be adjusted. It is safer to start with the speed system  a little long and shorten it following your first flights. Ensure that the speed system cords are free running, and that they do not rub on the straps  of the harness. This harness is compatible with all normal types of speed system accelerators.

## 9.Flying with the Maki

It is essential that you thoroughly check all equipment before launch.

Pre-flight checks:

Always check the following as part of the pre-flight check:

- Are the harness and the speed system correctly adjusted?
- Are all pockets closed?
- Are the reserve deployment handle and pins in the correct position?
- Are both carabiners properly closed ?
- Are all buckles, belts, zips securely fastened?
- Have you closed your leg and chest straps?

## 10.Rescue parachute deployment

In the event of an emergency, you must quickly evaluate your height and the seriousness of the incident. A seconds hesitation in deploying the reserve could prove fatal if there is insufficient height.

If you decide to deploy the rescue:

1- Look for the rescue handle and grasp it firmly with one hand.

2- Pull forwards and upwards on the handle to release the deployment bag from the rescue container.

3- Look for a clear area, and in a continuous motion, throw the reserve parachute away from yourself and the glider, preferably into the air stream or against the direction of spin. After deployment, avoid entanglement and pendulum motions by promptly pulling in the glider as symmetrically as possible with the B, C, D or brake lines.

4- On landing take an upright body position and be prepared to do a PLF (Parachute Landing Fall) to minimize the risk of injury.

## 11.Pockets

The **Maki** has a spacious back pocket and two little side pockets. The back pocket can easily hold the paraglider's backpack and much more. There are openings in upper part of the pocket to lead the drink pipe.

## 12.Landing with the Maki

While on final approach, get your legs out of the pod and assume upright position. Never land in the seated position; it is very dangerous for your back even if you have foam dorsal protection or an airbag, which provide exclusively passive protection. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

## 13.Tandem flying

The **Maki** is also suitable for use in tandem flights. It can be used by both the pilot and the passenger. Its special design, intended to allow for good leg movement, makes the launch run easier for both the pilot and the passenger.

**Caution:** Be careful that the passenger's harness does not have a reserve. This would create a risk of accidental release by the pilot during launch or in flight (side deployment handle).

## 14.Tow bridle connection

The **Maki** 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.

## 15.Flying over water

Water landings should be avoided at all costs, as the back protection increases the risk of the pilot floating in a head-down position. For safety training over water, we recommend wearing a proper . For safety training over water, we recommend wearing a proper life jacket with a head support holding the wearer’s head above the surface even when unconscious.

## 16.Foot stirrup

Foot stirrup can be fitted to all our harnesses, except for those already incorporating this accessory. The Foot stirrup is used to keep the legs stretched out and the feet resting on a support. Some pilots consider this flying position as more comfortable than the classic seated position with legs hanging. To attach the relax bar to the harness, follow the instructions provided in the Foot stirrup instruction manual.

## 17.Maintenance and repairs

- Avoid dragging your harness over rough or rocky ground.
- Unnecessary exposure to UV rays, heat and humidity should be always avoided.
- Keep the harness in your rucksack when not in use.
- Store all your paragliding equipment in a cool, dry place, and never put it away while damp or wet.
- If the harness gets exceptionally dirty, wash it with water and a mild soap. Make sure you first remove all the sub-components: seat board, back plate, back protection, rescue parachute etc. Allow the harness to dry naturally in a well ventilated area away from direct sunlight.
- If your rescue 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.
- After a hard landing you must check your back protection for damage. A tear could significantly reduce the efficiency of the protection it provides.
- The zips and buckles may be occasionally lubricated with silicone spray, no more than once a year.

## 18.Inspection checklist

In addition to regular pre-flight checks, the Gingo II should be inspected thoroughly on every rescue repack, normally every 150 days.

The following checks should be carried out:

- Check all webbing, straps and buckles for wear and damage, especially the areas that are not easily seen, such as the inside of the carabiner hook-in points.
- All sewing must be intact and any anomalies attended to immediately to avoid exacerbation of the problem.
- Special attention should be paid to the rescue installation, particularly the elastic and Velcro parts.
- The wooden of seat must be free from cracks.
- The main aluminium carabiners must be replaced at least every 5 years or after 500 hours, whatever comes first. Impacts may create undetectable cracks that could result in structural failure under continuous load.

## 19.Repairs

As a rule, there is no fixed inspection programme for harnesses. The manufacturer or an approved specialist should carry out any repair that involves critical parts of the harness. This will ensure that the correct materials and repair techniques are used.

**20.Technical Data**

| | | |
|---|---|---|
| Size | M | |
| Pilot height | 160-185cm | |
| Weight | 4,9kg | |
| Straps connection type | T-Lock | |
| Board width | 32cm | |
| Board length | 37cm | |
| Carabiner height | 45cm | |
| Carabiner distance | 35-50cm | |
| Load test certificate | EN 1651 | Maximum load: 100kg |
| Soft foam protection certificate | LTF 2009 | Protection thickness: 17,5cm |
| Reserve Parachute location | Under the seat | Volume: 4000-10000cm³ |

**21. Meterials**

| | |
|---|---|
| Fabric | Oxford Polyester |
| Webbing | Polyester 25mm 1400daN, Polyester 25mm 900daN |
| Karabiners | 7075 T6 Aluminium 2000daN |
| Buckles | 7075 T6 Aluminium 1000daN |


***Aygunfly***

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## 22. Certification label

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

**PARAGLIDERS HARNESS PH**

| | |
|---|---|
| MANUFACTURER_____ | **Aygunfly** |
| INSPECTION NUMBER_____ | **PH_187.2017** |
| MODEL and SIZE_____ | **Maki M M** |
| MAXI LOAD [kg] _____ | **100** |
| INTEGRATE RESCUE SYSTEM CONTAINER _____ | YES |

Volum [cm3] : min 4000 max 10000

SERIAL NUMBER (attest the conformity of this equiment).....

**HARNESS PROTECTOR** NfL 91/09 chapter 5

REMOVABLE PROTECTORS YES

IF YES : manufacturer: Serial Number

PRODUCTION DATE (year and month) .....

**Read the operating manual befor using this equiment !**
**(Service intervals, etc...)**

European Standard **EN1651:1999 I EN12491:2001**

This model has been tested according to the applying rules and regulations,
it corresponds with the tested sample and is airworthy.

GB I REV02 I 03.09.2015 I ISO I 71.9.8