Wanì

English

Edition 2 / 03.2015

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 inserted 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 great 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 this 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.

Team Woody Valley

SAFETY NOTE

By the purchase of Woody Valley equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of equipment greatly increases these risks. In no case shall Woody Valley or Woody Valley equipment resellers be held liable for personal or third party injuries or damages under any circumstances. If any aspect of the use of our equipment remains unclear, please contact your local reseller or Woody Valley directly.

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1- GENERAL INFORMATION

This equipment must contain:

- ✓ *Harness*
- ✓ *Polypropylene seat with front flexible part*
- ✓ *Snap-hook*
- ✓ *Reserve parachute deployment handle*
- ✓ *2 reserve elastic loops for closing the reserve parachute*

The main options available are:

- ✓ *Speed - bar*
- ✓ *Relax – bar*
- ✓ *Leg-Cover*
- ✓ *Quick-out Snap-hooks*

1.1- Concept

WANÌ is a new reversible harness with a self-inflating air bag, designed to ensure maximum lightness with the best passive safety tested by us. The geometry or the belts system is the same as the Haska harness, which has demonstrated an excellent balance between manoeuvrability and stability.

With WANÌ, the concept of reversibility has changed, diversifying the backpack from the harness. This new system considerably improves the aesthetics of the two parts as well as their functionality, because they are designed exactly for their task.
Carefully designed in every detail, WANÌ offers a container for an emergency parachute with adjustable volume and a zip bridle cover.

1.2- Protection and safety

WANÌ incorporates the concept of the self-inflating system developed for Haska, which consists of the use of a steel spring which does not serve the purpose of protecting from impact, but generates the force needed to expand the air bag and make it immediately ready for potential impact. This means that your protective capacities are at 100% before you even start your take-off run, and that they remain as such for the entire flight, until you fold up the harness to stow it in the rucksack. The spring also guarantees a consistent form for the airbag and therefore performance over long periods of time, in any humidity, temperature or prolonged storage in the rucksack. Light weight and reduced volume (once the harness is folded) are two more advantages provided by the self-inflating spring system. This system combines the best characteristics of current protection systems (airbag and foam protection).

In order to prevent the pilot from coming out of the harness if he forgets to fasten the leg-straps, the WANì harness is equipped with the two most effective safety systems currently available - your choice of Get-Up or T-Lock.

1.3- S.O.S. label

This red with white lettering label is clearly visible in a pocket on the right shoulder padding. On the back of this label, you can write information that you think should be given to rescue workers in case of accident.

2- BEFORE USING

2.1- Emergency parachute

Emergency parachute housing is provided under the seat and has adjustable volume. This allows you to stow varying sizes of rescue parachute. The new bridle cover system with zip simplifies parachute insertion operations.

2.1.1- Connecting the deployment handle to the float bag

WANÌ is supplied with a special parachute deployment handle, identified by number 6. This handle must be used exclusively. The black handle connection loop should be inserted as far as possible from the centre of the float bag loop and then the entire handle should be passed through the same loop in order to obtain a tight connection.

2.1.2- Connecting the reserve parachute to the harness

There are three different methods of attaching the reserve parachute bridle to the harness bridle.

First system:

Use a screw-lock karabiner with a breaking strength of at least 2,400 kg. In this case, the bridles should be held in position within the karabiner using elastic bands, to prevent the karabiner from rotating and taking the strain laterally instead of vertically. The karabiner's screw-lock should be tightly screwed shut to avoid any possibility of it opening accidentally. This type of connection can absorb a higher opening shock than the second system, and for this reason this is without doubt the recommended system.

Second system:

The harness bridle should pass through the emergency parachute bridle loop. Next, the emergency parachute should be passed through the large loop of the harness bridle. The result is a connection that should be tightened as much as possible so as to prevent dangerous friction between the two cables during emergency opening shock. To prevent the union of the two cables from loosening over time, remember to lock the knot with the special Velcro strip, which has already been placed on the harness bridle.

Third system:

If you are using a reserve parachute with directional control and dual bridle, or if your reserve parachute has a double-riser bridle, it can be connected to the harness using the two loops positioned at the base of the harness bridle, near the padded shoulder straps. In this case, the harness's reserve parachute bridle will not be used, and so it should be folded, fastened using two elastic bands, and positioned under the cover behind the pilot's neck.

The two connections should be made using screw-lock karabiners with a breaking strength of at least 1,400 kg. It is important to verify that the length of the bridle is sufficient to position the reserve parachute inside the harness pocket, and that there is sufficient play to enable the parachute to be taken out of the pocket without causing the reserve parachute deployment bag itself to open during extraction.

ATTENTION:

To prevent abnormal side loads, the cable is hooked to both loops on their respective shoulder-straps. Not only to one of the two.

Do not put any objects inside the bridle container.

2.1.3- Inserting the reserve parachute

Insert the parachute in the harness container with the handle visible toward the outside and with the handle coupling loop to the float bag facing upward. Make sure that the parachute is properly positioned between the seat and the elastic fabric used to adjust the volume of the container. Immediately position the handle in its housing.

Introduce a thin rope (paragliding funicular strip type) into each elastic loop which you will use to help close the container. Introduce the elastic loops into the smallest of the eyelets on the two straps inside the container and under the handle.

Adjust container volume according to the dimensions of the parachute, using the eyelets at the ends of the elastic fabric. If the parachute is small in size, use the eyelet closest to the parachute itself while, if the parachute is large, use the other eyelet. To close the two elastic fabric flaps, cross them over so as to maintain the parachute as close as possible to the seat.



Take the bridle cover zip all the way to the right to close it, moving the zip about 20 cm leftward. Then begin to close the outside parts of the container, following the progressive order in the photographs, taking care during this phase that the zip does not open back up at the right end. Introduce the handle's metallic pins into the elastic loops and under the transparent cover.



After having closed all container parts, it is advisable to check that the zip part under the opening system has been closed correctly.

The cord must be removed at the end of this phase, and must be extracted slowly in order to avoid damaging the elastic loops due to excessive friction between the parts.

Check that the handle constraint has sufficient slack and that, upon handle traction, it does not become taut before the metal pins.

At the end the zip should be completely closed until introducing the zip pull under the cover behind the left shoulder-strap.

ATTENTION:

Each new combination of reserve parachute and harness or external container that is assembled for the first time must be inspected by an official reseller of the harness or the reserve chute or a flight instructor to verify that it can be effectively deployed. Checks should be carried out by hanging in a flight simulator. Deployment of the emergency chute must be possible from the normal flying position.

The paraglider harness and the emergency parachute opening system are not suitable for use in free fall and in strong shocks. Its bearing structure has been designed, tested and certified to withstand emergency parachute opening shock in accordance with the standard requirements for paragliding.

This does not mean that the other parts of the harness will not become damaged due to emergency parachute opening shock. This is true whether it occurs due to actual need in the event of an accident or if it occurs voluntarily, for example during a safety course.

2.1.4- Suitable reserves

Reserve compartment volume

In general, comparatively bulky old-style reserves are more difficult to release from modern, compact harnesses. Certified volume ranges for the WANì are a function of harness size, as follows: M harness - 3 to 6 Litres. L harness - 3 to 6.5 Litres. XL harness - 3 to 7 Litres

2.1.5- Extracting the reserve parachute

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. 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

WANì 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.

WANì is supplied already adjusted to a standard ergonomic setting, apart from adjustments required for pilot height. Therefore, for the first flight we recommend adjusting the harness for height alone, leaving the other settings unchanged, because they have proved to be satisfactory for the vast majority of pilots. If you wish to change the other settings, remember that you can always return to the factory settings by making reference to the red marks on all adjustment straps.

Before making any adjustments, the emergency parachute must be inserted.

To adjust the harness to the optimum position, we recommend simulating flight position by hanging the harness from a suitable fixed point, with all the items that you normally carry in flight inserted into the back pocket.

Back position adjustment ① Paragraph 2.2.1

Seating position adjustment ② Paragraph 2.2.1

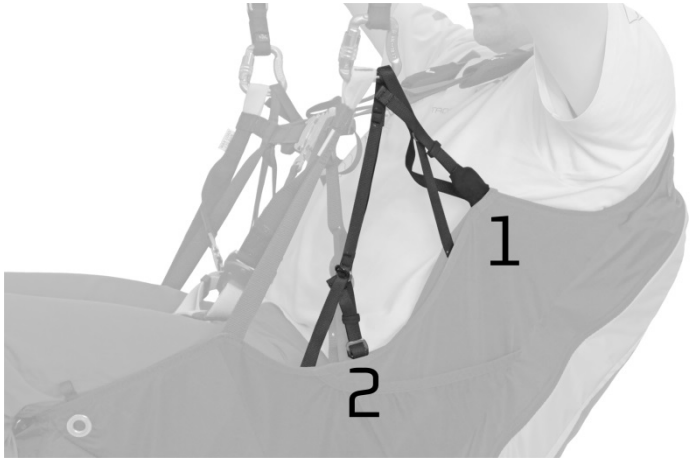
Shoulderpad adjustment ③ Paragraph 2.2.2

Chest-strap adjustment ④ Paragraph 2.2.3

Leg-strap adjustment ⑤ Paragraph 2.2.4

2.2.1- Seating position and back adjustment

In this photo you can see how the back and seat depth adjustments are each subdivided at two points. The adjustment that allows you to select the inclination of the torso with respect to the vertical flight axis is No. 1. Adjustment No. 2 varies the angle between the legs and the back (seating depth), distributing the loads between the seat and the lumbar region, thereby providing the pilot with greater comfort.



If you want to change the adjustments you must first alter adjustment No. 1 to the most comfortable point. Once this step is completed, adjust the No. 2 seating depth belt to reach the new position desired.

2.2.2- Shoulderpad adjustment

Adjustment of the shoulder pads compensates for the variation in pilot height and the adjustment buckle is located in front of the pilot's shoulder. The shoulder pads also bear part of the weight of the upper body for improved comfort. We recommend adjusting the shoulder pads so that they fit against your shoulders without being too slack or too tight.

2.2.3- Chest-strap adjustment

The chest strap which controls the distance between the two karabiners can be adjusted from 37 to 49,5 cm. For the first flight with WANì, we suggest setting the chest strap to the minimum length, then locating the preferred length in flight by means of gradual adjustment. When the chest strap is shorter and tighter, stability is greater. An excessive distance between karabiners does not improve glider performance, and tightening the chest strap excessively may exacerbate the “twist” effect that may follow an asymmetric collapse of the sail.

There is also a small elastic clip at the extremity of the padded shoulder-straps. This prevents the shoulders from slipping out of the straps during the launch run. The plastic clip also includes a useful whistle that can be used in emergency situations.

2.2.4- Leg-strap adjustment

GET-UP SYSTEM: The high position of the leg attachment, typical of the Get-Up system, provides ample movement for the pilot's legs. Normally the adjustment set by the manufacturer should be suitable. In the event that it is difficult to get into the harness after the take-off run, we recommend checking the seating angle of inclination (with the No. 2 adjustment described in point 2.2.1). If the problem persists, shorten the length of the leg-straps by adjusting the two double window buckles located under the central chest-strap.

T-LOCK SYSTEM: The same principles described for the Get-Up system apply, but in this case you will have to adjust the double window buckles located on the leg-strap closing buckles.

2.2.5- Stabilizer

This small but important adjustment makes it possible to stabilize the harness when you exert pressure on the speed-bar, preventing excessive tilt of the back. Its mode of operation is very simple: when you push the speed-bar, this small plastic buckle blocks the shoulder-straps at the point at which they slide in the chest strap, making the entire strap system more rigid and improving overall harness stability. This adjustment is correctly set by the manufacturer.

ATTENTION:

Every adjustment must be made symmetrically on both sides.

3- FLYING WITH WANì

3.1- Preflight checks

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

- *the reserve parachute handle is fastened in its correct position, and the pins are firmly inserted.*
- *pockets and zips are closed;*
- *all buckles are fastened. Take particular care in the case of ice or snow. Always clean off snow or ice before fastening buckles;*
- *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

In flight configuration, WANÌ has a spacious rear pocket, in which a backpack for transport can be stowed. You can place clothing and a camel-bak in the remaining space. Two pockets are provided on the sides of the harness: the left one in elastic mesh contains a practical radio port and the right one in elastic Lycra has a zip closure.

In backpack configuration, two large elastic Lycra pockets are provided on the sides: one of these is used for transporting telescopic poles. The hip belt has two pockets, both of these also in elastic Lycra, to hold small sized objects. One last pocket is positioned over the handle for backpack lifting.

3.3- Camel-bak

WANÌ is designed for camel-bak or similar water hydration system installation and use both in backpack and in harness configuration. Before take-off, position the camel-bak in its special compartment inside the rear pocket. Pass the hose through the plastic hole which is already set at the top of the harness. Insert it under the Lycra cover of the left shoulder-pad and bring it out the front from the specific hole as shown in the photo. During transport, leave the camel-bak inside the backpack and have the hose exit from the special hole set in between the shoulder-pads.

3.4- Tandem flying

The WANì can be used for a tandem passenger

3.5- Flying over water

There are no specific problems connected to flying above water using an WANì harness, but in any case, landing in water is always dangerous. Woody Valley recommends using a suitable lifejacket when flying above water.

3.6- Assisted take-off hook

WANì 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.

3.7- Landing with WANì

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 even if you have foam dorsal protection, which provides exclusively passive protection.
Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

3.8- Disposing of the harness

The materials used in a paragliding harness require correct disposal. Please give your harness back to us instead of throwing it away, we'll take care of its correct disposal.

3.9- Regulations for behaviour in natural environments

Please respect the nature and landscapes that surround us when practising sport. Do not leave marked trails, do not dispose of waste, do not make loud noises and please respect the delicate balance that exists in the mountains.

4- FOLDING THE HARNESS, INSERTING THE PARAGLIDER AND USING THE RUCKSACK

To change from harness to backpack configuration, completely open the back pocket and enlarge the backpack inside. Turn the entire structure upside down and fold the seat against the harness back, leaving the whole set of belts and buckles inside the sandwich that is created between the back and seat. Put the previously folded paraglider above the harness airbag.

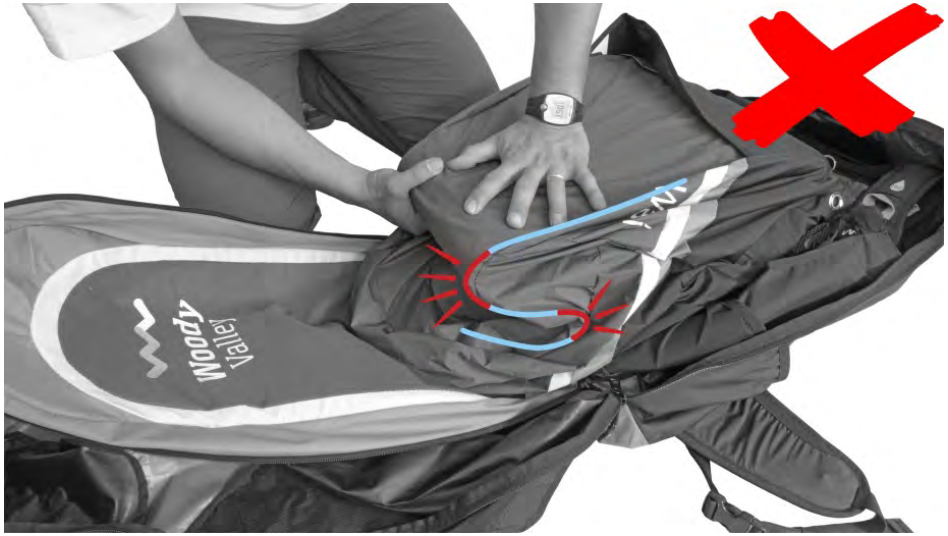
Place the paraglider above the rear pocket and, finally, close the backpack. For easier zipper closing, crush the backpack so as to remove remaining air inside the paraglider and the airbag.

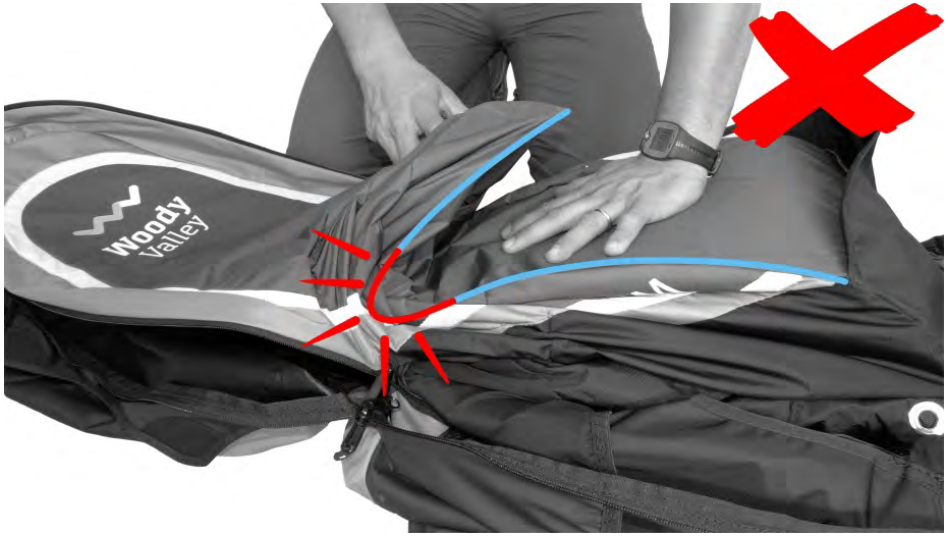
You will have enough space in the top part to stow a helmet, instruments and some clothing accessories. Once all equipment has been packed away, tighten the four side belts if necessary to compact contents. This operation stabilises load fluctuations for more comfortable transport. The adjustment straps located over the backpack shoulder-pads can be used for the same purpose.

When preparing for flight, perform operations in reverse order and, finally, fold the part of the backpack in the rear harness pocket.

ATTENTION:

Do not fold the rigid Lexan part on itself as sharp folds could be created, damaging it. This would cause airbag deformation which could compromise correct function.





5- CHARACTERISTICS AND INSTALLATION OF OPTIONAL EQUIPMENT

5.1- Installation 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 elastic in front of the board that retains the speed-bar keeps the handle of your reserve parachute from becoming tangled in the event it is deployed. The speed bar cords should be passed first through the rings fixed to the elastic in front of the board, then in the harness through the eyelets near the front corners of the seat, then through the pulleys located near the rear corners of the seat and finally through the small side rings mounted on elastic tape. This last step prevents the cord from ending up in the harness when it is unhooked from the shoulder-straps of the paraglider.

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.

5.2 – Relax - bar

A relax-bar can be fitted to all our harnesses, except for those already incorporating this accessory. The relax-bar is used to keep the legs stretched out and the feet resting on a support. Some pilots consider this flying position more comfortable than the classic seated position with legs hanging.

To attach the relax bar to the harness, follow the instructions provided in the relax-bar instruction manual.

5.3 – Leg - cover

Leg Cover is a product that has been developed uniquely by Woody Valley in order to ensure unequalled comfort. The special cover in waterproof, vapour-permeable fabric ensures protection from the cold and provides an improved aerodynamic profile. To fit the leg cover to the harness, follow the instructions provided in the Leg Cover instruction manual.

5.4 – Quick-out snap-hooks

WANì provides the possibility of using “quick-out” snap-hooks. For correct installation see the use booklet provided with the snap-hooks themselves.

6- MAINTENANCE AND REPAIR

Check the harness after every impact, bad landing or launch, or in the case that there are signs of damage or excessive wear.

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 scraping it 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.

In order to create a high-performance, lightweight harness, the materials used are of excellent quality, but have a lower weight per square meter with respect to standard harnesses. Therefore, pilots should take the utmost care when using and packing the WANì harness.

Correct use will extend harness life.

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

7- WARRANTY

The warranty period, which is 2 years as provided for by law, commits us to correct any construction defects on our products that are attributable to manufacturing defects.

We advise you to validate the warranty period by filling out the form available on our website in the "Support" section within 10 days from the date of purchase. Enter the ID code of the harness shown on the silver label positioned in the rear pocket.

To initiate a warranty claim, promptly inform WOODY VALLEY of the discovery of the alleged manufacturing defect by sending the harness ID code and a detailed description of the detected problem.

To restore the defective product, you will need to send it to WOODY VALLEY or parties authorised by them.

WOODY VALLEY reserves the right to decide the best method for restoring the harness (repair, replacement of parts or of the product).

The warranty does not cover damage caused by careless or incorrect use of the product (for example inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.). The same holds true for damage attributable to accidents, emergency parachute opening shock or normal wear.

8- TECHNICAL DATA

Distance between karabiner and seat	Size M cm 43; L cm 45; XL cm 47
Distance between karabiners (min - max), Get-up system	Size M cm 37-48; L cm 37-48; XL cm 37-49,5
Distance between karabiners (min - max), T-Lock system	Size M cm 37-48; L cm 37-48; XL cm 37-48
Size of polypropylene seat, size M	Width rear 33 cm; Width front 30; depth 34 cm
Size of polypropylene seat, size L	Width rear 35 cm; Width front 32; depth 36,5 cm
Size of polypropylene seat, size XL	Width rear 37 cm; Width front 34; depth 39 cm
Total weight, complete with reserve parachute handle, karabiners and protection	Size M = 3,90 Kg; L = 4,15 Kg; XL = 4,40 Kg
Type of protection	Self-inflating airbag
Type of straps	Get-up / T-Lock
Reserve parachute housing	Adjustable container under the seat with side handle
Limit of use	120 daN

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 WANì harness.

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