



# independence



## paragliding



Owner's manual  
Betriebsanleitung

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## Matador Alpin

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## English version:

With the harness system Matador Alpin you bought one of the lightest and most functional harness, which is available on the market at present. Thank you for your confidence. Please read this instruction carefully and consider, that Fly market GmbH & Co. KG is not liable for accidents and damage, which result from disregarding of this operating instructions.

### Technical description:

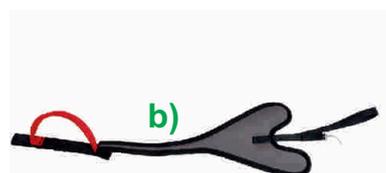
The Matador Alpin is a paragliding harness for the use in a not motorized paraglider. Certification No.: EAPR GZ-0209/14.

For an optimized size adjustment 2 different leg covers are available which can be combined with both harness sizes. Rescue systems from 2500 to 6000 ccm volume can be used.

technical datas	Medium	Large
max. load	120 daN	120 daN
harness weight	3,6 kg	3,8 kg
hangpoint height incl. carabiner	48 cm	50 cm
protector system	Mousse Bag	Mousse Bag

### Overview:

- a) Rescue system container
- b) Rescue system release handle
- c) Safety T-System with chest belt buckle
- d) Lateral chest belt / adjustment buckle
- e) Main suspension
- f) Length and inclination adjustment leg cover
- g) Brommel hook lock leg cover
- h) Shoulder belt with adjustment buckle
- i) Suspension for rescue parachute connection bridle (covered)
- j) Protector
- k) Leg belts
- l) Speedbar
- m) Speedbar rope
- n) Attachment for rubber rope speedbar
- o) Pulley for speed bar line
- p) Storage bag
- q) Cockpit with instrument deck





## Adjustment possibilities:

Adjustment possibilities are existing at the shoulder belts, the chest belt, the lateral chest belts, leg straps, leg cover inclination and length.

By the versatile adjusting possibilities of the Matador Alpin we recommend in any case that all adjustments and settings are done in a simulator **before** the first flight to guarantee an optimal comfort.

The buckles of the chest belt / leg straps are secured against unintentional opening. To open the chest belt buckle push both buttons of the buckle at the same time, to open the leg belt buckle you have to push the red, central button.

### Closing the leg cover:

The leg cover is closed with the brommel hooks (g) crosswise. It must be ensured in any case, that before closing the leg cover the leg straps and chest belt are closed first!!!

### Adjust the chest belt:

If the chest belt is closed, also a safety device (Safe-T-System) is closed. The Click-Lock buckles must be closed audibly! The length of the chest belt can be adjusted and should not be tightened too much.

### Adjusting the shoulder belts:

Please note that with correct adjusting the shoulder belts are felt with light pressure on the shoulders. With the shoulder belts you adjust the harness on the pilot's height, but also you adjust the seating position between upright and lying.

### Adjusting the lateral chest belts:

Adjusting the lateral chest belts take place as the third step and offers on one side again the variation of the seating position. On the other hand you adjust with the lateral chest belts the most comfortable seating position. During the adjustment pay attention to the fact that the body load is distributed equal on shoulder belt and lateral chest belt.

### Adjusting of the leg belts:

Usually the length of the leg belts is to be adjusted only once. The buckles are located underneath the seatboard and are accessible from the top. Please pay attention that the length is not too long or too short. If the length is too long then it is quite difficult to get in the right flying position after take off. If the length is too short it is difficult to straighten up in landing position.

### Adjusting the length and inclination of the leg cover:

With the 4 plastic buckles (f) the length and inclination of the leg cover can be adjusted. Depending on the length of the legs with both harness sizes the M or L leg cover can be used.

### Attaching the speed bar:

The rope course of the speed bar is shown in the picture „inside life of leg cover“. It runs down from the risers to the pulley above the seatboard (o) and is fixed with with the elastic rope in the loops (n)  
The length of the speedbar line must be adjusted in a simulator before flight!!!

## 2.2. Mouting the deployment bag into the harness:



1. Connect the rescue bridle with the harness bridle by looping the bridles or with a quick link (strength > 2400 daN) and fix the connection to prevent slipping (for example by a neopren sleeve as shown in the red circle). Loop in release handle with deployment bag. It is best done if a loop on the side of the deployment bag is used to ensure a reliable release (green circle).



2. Put the deployment bag on the harness container. Stow the bridle in the harness container. The handle connection of the deployment bag leaves in between container flap 1 and 3 (red arrow).



3. Loop in a packing cord into loop of container flap 1. Close flap 1 and 2 crosswise and secure it with a packing needle.



4. Close flap 3 and 4 and secure it with a packing needle.



5. Close flap 5 and 6 and secure it with a packing needle.



6. Secure the container with the release pin, remove packing needle and packing cord. Close the transparent cover (red circle). Make sure that the connecting band to the rescue system is long enough to release the pin safely (red arrow).



7. Place top of container flap 6 into slot of flap 5 (red arrow). Place release handle underneath flap 5 and 6 (yellow arrows) and cover (green arrow). Close cover and put the handle in the handle slots (blue arrows).

## **Attention:**

After every installation of a rescue-system in a harness there must be a test if the opening force is between 2 and 7 daN. If harness and rescue parachute are combined the first time a compatibility check have to be performed by an authorized person!

The compatibility must be confirmed in the parachute repack log book.

## **Operating notes:**

### **Operation of the protector:**

The Matador Alpin has a type certified back protector made out of a special foam, which is sewn in a nylon fabric cover. Before every take off you have to check that the protector is completely filled up with air. Especially on low temperatures and after long disuse of the protector (if compressed during storage) it may take a little longer to be inflated completely.

During a hard landing the air inside of the protector will be compressed and the air will be deflated through the seams of the nylon fabric cover. The resulting deceleration distributes the impact energy over a longer period and protects the spine from extreme peak loads. However, even the best back protection does not guarantee the prevention of back injuries!!!

For this reason, the protector should not be used for unnecessary seat board landings. With every use the protector will be less efficient and the effect of protection less - even if no damage is visible.

If a damage is visible the protector is not to be used anymore as well as after a hard landing!! In this case the protector must be exchanged or inspected by the manufacturer.

### **Before use of the harness the following points should be checked:**

- Outer shell of the protector and the entire belt system intact?
- Protector fully inflated?
- Rescue container and release handle properly closed and mounted?
- Acceleration system (if mounted) properly mounted and adjusted?
- All harness buckles properly closed and adjusted?
- Leg cover properly closed?

### **Maintenance / service life of the protector:**

The protector is almost maintenance free. Before each take off the protector should be checked if in right position and fully inflated. The protector is, because of to the mounting position between rescue container and seat board, protected from mechanical damage. Visible damage (holes, cracks) must be repaired, otherwise the outer shell can break during an impact with a loss of damping.

After a hard landing with the use of the protector and if a damage is visible the protector must be repaired or exchanged by the manufacturer or an authorised dealer/workshop.

### **Tandem flights:**

The Matador Alpin is only suitable as a passenger harness. As a pilots harness the Matador Alpin it is not suitable because the rescue system container will not fit for a tandem rescue system.

### **Towing:**

The Matador Alpin is suitable for towing if the main carabiners are used as attachment points for the towing release. There are no separate attachment points to mount a towing release!

Please check the towing release manual for a correct adaption on the harness.

### **Behavior in particular cases**

During water and strong wind landings the pilot should disconnect himself as soon as possible from the paraglider / harness after landing. For that please loosen if possible the leg belts and then open the leg and chest buckles. We generally recommend to carry a webbing cutter!

For tree landings, etc. the pilot should first secure himself against a possible crash and should wait for professional help. Contrary to above recommendations, it is possible that a different behavior as described is required. The variety of possible situations not allows an universal or general advise for the right behavior. The right behavior is a case-to-case decision in full responsibility of the pilot.

## **Lifetime and replacement of parts, repair advice**

The Matador Alpin is designed for high loads and stress. High demands were set in the choice of materials. The lifetime of the harness depends on a high degree of awareness and treatment of the pilot. We recommend to inspect the harness periodically for signs of wear. If necessary damaged components must be replaced.

Damaged components may only be repaired by the manufacturer or an authorized workshop. Only original parts are to be used!

If the harness is dirty, clean it only with water. Avoid mechanical stress as brush and rub. Chemical cleaners will damage fabric and webbing.

## **Maintenance, inspection, periodic check:**

The Matador Alpin is almost maintenance free but it requires a regular check for damage. Regular inspection gives you the guarantee of a full function of the harness.

Take particular care that no dirt gets into the mechanic of the buckles and that all moving parts of the buckle are running free and are not damaged. If needed you can oil the buckles a little bit.

The maintenance of the protector is described separate.

The harness must undergo at least after 24 months a complete check.

The buckles must be checked on wear and damage (if an inspection instruction of the buckle manufacturer is existing the buckles must be checked in accordance with its instructions) in order to guarantee faultless function.

The carabiner must be replaced according the carabiner manufacturer instructions, latest after 1000 hours or 5 years. Only original carabiners are to be used! The periodic check must be documented.

## **Storage and transport:**

In order to prevent unnecessary weakening of the harness we recommend for storage and transport:

- avoid high temperatures (for example: closed car in summer)
- avoid dealing with fire, sharp objects and chemicals close the harness
- avoid unnecessary long exposure to sunlight as ultraviolet radiation destroys the molecular structure of the material
- avoid contact with salt water or acid liquids
- if the harness is not in use for a long time, especially the back protector should not be stored compressed. Store the harness in a cool, dry place.

## **Disposal:**

The materials used in a paragliding harness require proper disposal. Please return the worn-out equipment to us. The equipment will be disposed properly by us.

## **Nature- and environment friendly behaviour:**

Actually it's self evident, but nevertheless mentioned particularly: Please do our nature near sport in a way which do not stress nature and environment!

Please do not walk beside the marked ways, don't leave your litter, don't make unnecessary loud noises and respect the sensitive balance in the mountains.

Especially at the take-off we have to take care for the nature!