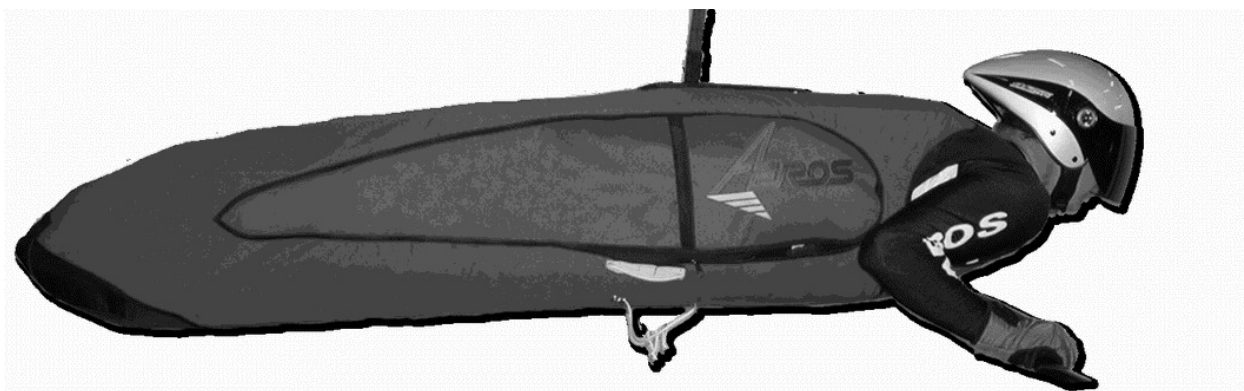


AEROS HARNESS **“MYTH”**

Owner / Service Manual



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1. INTRODUCTION

Thank you for choosing the Aeros Myth harness.

The Myth is a harness for both competition and recreational flying. It is the result of an extensive design and development program aimed at optimizing your level of safety and comfort.

This manual is written to aid you in gaining the most from your Myth harness and to provide you with the understanding of its features.

2. CPECIFICATION

Harness type	Myth-2 / Myth-3
Weight	6.2 – 7.0 kg (depends on size)
Outside fabric / inside fabric	Cordura / Polyester
Webbing	Polyester
Frame	2024 aluminum alloy

3. FEATURES

The Myth is streamlined harness suitable for recreational flying as well as for competition flying. It uses a wide and long aluminum back frame. This makes the harness relatively light and gives the pilot enough comfort in flight. The harness is easy to launch with and a pleasure to land.

Although, the parachute container is partly external and the side storage container is external, both of them are feared, which keep the harness streamlined. The leg straps are optionally either separate or T-shaped with a buckle on each end of the T. In addition there is a further buckle over the chest. The harness has a lot of room in the back of the harness and in the tail section.

The harness main hang loop is attached to the back frame with a plastic slider. In flight the slider is locked in the rear end of the frame by the rope from the foot plate to the slider, but once the pressure against the foot plate is released, the harness is easy to tilt into an upright position for landing. The angle of attack of the harness can be easily adjusted in flight with a but-lever mechanism.

Adjusting the angle of attack

Employing a lever system that is more reliable than those used in previous models, it is possible to easily adjust the pitch (the angle of attack) of the harness in flight without

taking hands off the basebar. There is a possibility to adjust the pitch adjusting system on the ground prior to flight to preferable angle of attack. To do so you have to undo the knot on the rope, adjust the rope and tie the knot again (photo 1).



Photo 1

We suggest that the adjusting rope to be trimmed to the position when maximum angle of attack would be comfortable for you when thermaling (+1+3deg).

NOTE. It is important to practice using your harness before flying with it for the first time. Practice changing your head up position as well as closing and opening the zippers.

The drogue chute

Attach the drogue chute bridle to the loop on the harness as shown on the photos (photo 2 and photo 3).

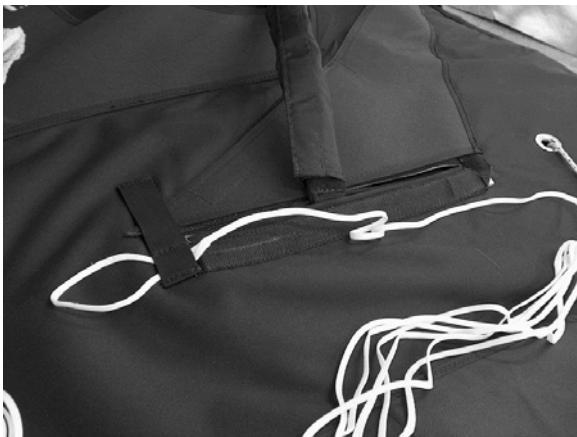


Photo 2



Photo 3

Fold the canopy of the drogue chute and put the bridle inside the flap for creating less drag.

Enclose the drogue chute canopy inside the pocket, leaving the pullout handle outside (photo 4).



Photo 4

When deploying the drogue chute, make sure it doesn't go above or around the base bar and doesn't interfere with the glider parts.

We do recommend using the drogue chute on the final approach only, when the last obstacle that separate you from the landing field have been cleared.

Remember that the drogue chute does not improve the landing characteristics of the glider and does not make the landing easier. It only shortens the landing approach and makes the landing approach steeper, allowing to land on the relatively small landing field.

Before using the drogue chute for the first time we do recommend practicing to use it on a big open field in calm conditions.

Rescue parachute

To fit the chute in the deployment bag into the harness proceed as shown on the photos.

On the photo 5 it is shown the harness container ready to fit the rescue in.



Photo 5

Place the rescue bridle inside the harness container in the front part of the container. Put the chute in the deployment bag in the harness container as shown on the photo (photo 6).

Try to make the rescue as flat as possible in the deployment bag.



Photo 6

Pass auxiliary ropes through the corresponding loops and grommets of the harness container (photo 7).

Leave enough slack in the pullout handle, giving a possibility to open the harness container before the straps of the pullout handle get tighten.

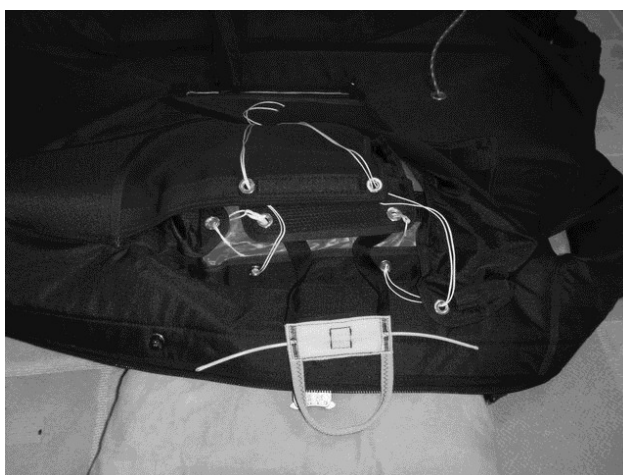


Photo 7

Fix the front loop with the pullout handle pin in the front eyelet as shown on the photo (photo 8).



Photo 8

Fix the rear loop with the rear pullout handle pin in the rear eyelet as shown on the photo (photo 9).

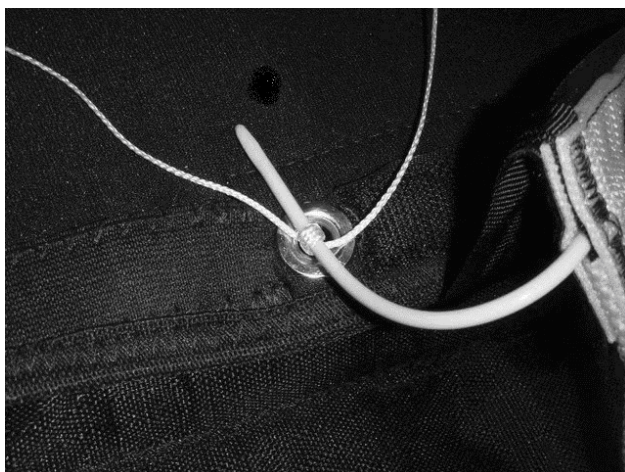


Photo 9

Fix the neoprene cover with the rear pullout handle pin as shown on the photo (photo 10).



Photo 10

The procedure is done and parachute is ready (photo 11).



Photo 11

NOTE. If you find it difficult to pull the parachute out of the pocket, try to disable part of the Velcro by putting another layer of opposite Velcro to prevent the layers from sticking.

4. ADJUSTMENTS

There is a wide range of Myth adjustments according to your preferences and flying equipment.

The harness leg loops and shoulder straps are adjustable to suit the pilot's preference.

- Harness length adjustment by means of the shoulder straps (photo 12):

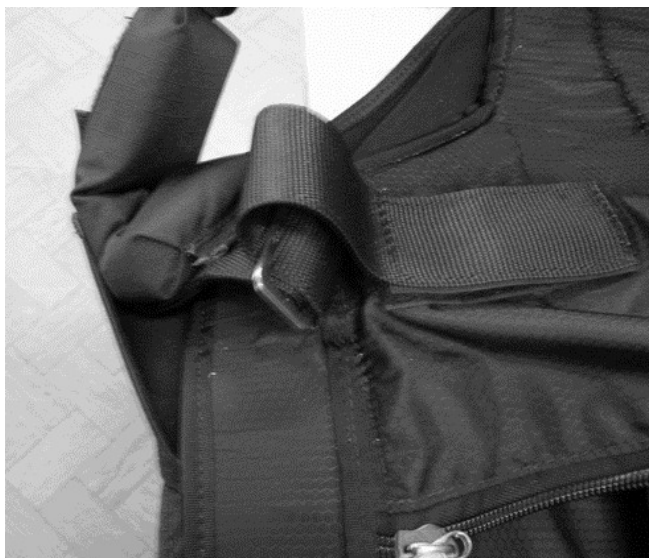


Photo 12

- Harness length adjustment by means of moving the footplate, which is attached by Velcro (photo 13 and 14).
- There is a possibility to adjust the foot plate angle by the same Velcros.



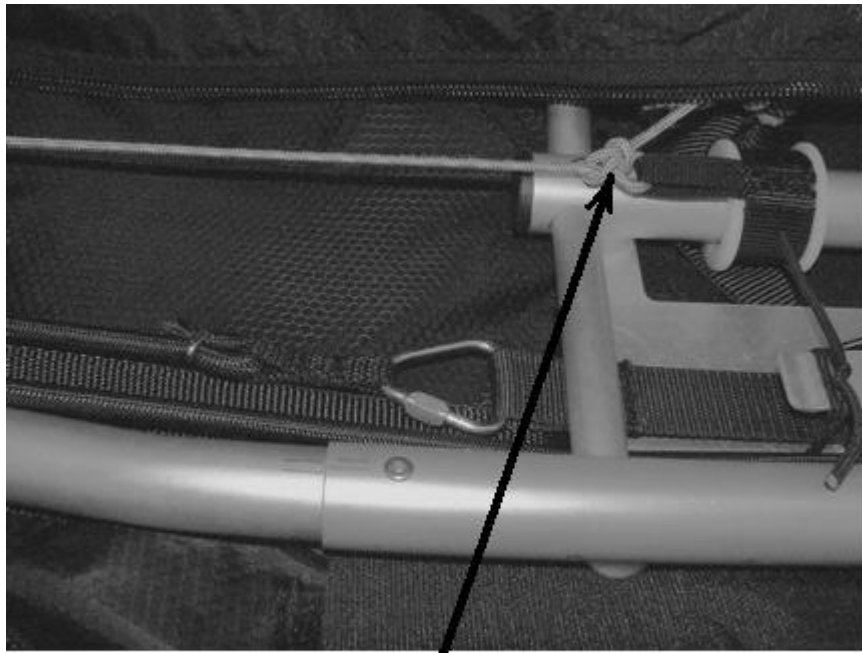
Photo 13



Photo 14

After having adjusted the harness length by way of moving the foot support plate, it is necessary to respectively change the rope length, ensuring the extreme rear slider position in flight (photo 15).

NOTE: Do not start to adjust the shoulder straps first if the harness is too small. This will have an adverse affect on the harness usability. It is better to start with the length adjustments of the foot support plate.



adjust

Photo 15

Before launch

Confirm that

- You are hooked in and that the main hang loop is not twisted. Always do a hang check in the harness prior to your flight.
- Your leg loops are properly attached.
- Your helmet is on and the helmet strap is secure.

Landing

It is important to have your leg loops tight, as this will make it easier to get into the prone position after launching and will provide good flare authority during the landing flare. We recommend adjusting the leg straps to be as tight as possible while still being comfortable. Once you decide to transition to the downtubes, open the upper and then the lower zipper fully open, get your legs out of the harness and push up on the basebar. After the slider has moved, bring your hands up to the downtubes. Pulling up on the downtubes will allow you to rotate even more upright if you find it necessary.

5. MAINTENANCE

With the proper care your harness can be used for a long time.

However, there are few points in a harness that need to be checked regularly. We recommend that you take your time and do a complete preflight check of the harness prior to each flight.

Make sure that:

- The main hang strap has no signs of wear.
- The axle of the slider is not bent and has no signs of wear or damage.
- The entire frame is not bent, has no signs of wear or damage and all the details are mounted securely to the back frame.
- The buckles have no cracks, abrasion or other signs of damage.
- The harness zippers move freely, the ropes for opening and closing the harness have no signs of wear and not tangled. We recommend that once in a while you spray all harness zippers with a silicone spray, this will greatly increase the zippers life.
- Take a close look at your harness to see if there is any sign of wear or damage of structural webbings and other harness components.

Inspect the pitch adjusting webbing for signs of wear and replace if necessary.

In average it requires replacing the pitch adjusting webbing after each 50 – 100 hours of airtime (depending on how frequently you adjust the pitch angle in flight and on how fully you press the pitch adjusting lever).

The general advice is - do not leave your harness under the direct sunlight, keep it always in a bag or under a glider shade or any other shade whenever it is possible. Store the harness in a harness bag in a dry place.

If the harness has been exposed to the direct sunlight for a long time, you should replace all the main webbing or even entire harness, if you are in doubt that your harness is in the inside repair condition.

Once in a while check all hardware, all the ropes and webbings for possible worn-out or damaged parts.

If you have questions about the need to repair or replacement of any part of your harness, please contact your dealer or Aeros directly.

Have fun. Fly safe.

Aeros Team