



PARAGLIDER

Revision: 1.0
Date: 02.05.2018

BRAVE 4
Instruction Manual (EN)



INFORMATION



Swing Flugsportgeräte GmbH reserves the right to alter or add to the contents of this Manual at any time. You should therefore regularly visit our website:

www.SWING.de

where you will find additional information relating to your Swing product and any changes to this Manual. There is further information about the Swing website in the section "Swing on the World Wide Web".

The date and version number of this Manual are given on the front page.

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The information and data found in this Manual may be altered at any time without notice. The fact that this Manual has been made available does not confer any claim to the product descriptions, common or trade names or other intellectual property.

Dear SWING customer,

Thank you for purchasing a Swing product.

On-going development work along with the innovative combination of the materials used have resulted in a product that meets our own high expectations and those of our customers and which sets standards in the industry.

If you have any questions that are not answered in this Manual, please do not hesitate to contact your Swing dealer or Swing directly: Tel: +49 81 41 32 77 888 or info@swing.de

We hope that you enjoy yourself with your new harness.

SWING Team



WARNING

Read this Manual before using your harness!



DANGER

This harness must not be used for sky-diving.

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01 Introduction

Manual

You must read this Manual carefully before using the harness for the first time.

This will allow you to familiarise yourself with the adjustment options and the care and maintenance of your new paraglider harness.

Information in this Manual on design of the paraglider harness, technical data and illustrations are subject to change. We reserve the right to make changes without prior notification.

Special text giving safety information is identified in this Manual in accordance with the ANSI Z535.6 standard.

The Manual complies with the airworthiness requirements in LTF NFL II 91/09 and forms part of the certification.



WARNING

The instructions given in this Manual must be followed under all circumstances.

Failure to do so renders invalid the certification and/or results in loss of insurance cover and could lead to serious injury or even death.

Special text



DANGER

Sections of text headed "Danger" indicate a situation where there is **imminent** danger, which in all probability **will lead to death or serious injury**, if the instructions given are not followed.



WARNING

Sections of text headed "Warning" indicate a potentially dangerous situation, which may lead to death or serious injury, if the instructions are not followed.



CAUTION

Sections of text headed "Caution" indicate a potentially dangerous situation, which may lead to **minor or slight injury**, if the instructions are not followed.



PLEASE NOTE

Sections of text headed "Please note" indicate possible **damage to property**, which may occur if the instructions are not followed.



TIP

Sections of text headed "Tip" give advice or tips which will make it easier to use your paraglider.

Lists of parts

- Numbers circled in red refer to various parts of the item pictured. A list of the numbers and the name of the part labelled follows the picture.

Bullet points

Bullet points are used in this Manual for lists.

Example:

- it is used in rain
- alterations have been made to the harness that are not approved

QR Codes

If this Manual refers to a website, a QR code is also given. The website will open if the code is scanned using a smartphone with the appropriate app.

Manual on the internet



Additional information about your harness and any updates to the Manual can be found on our website at

www.swing.de.

This Manual was current at the time of going to print. It can be downloaded from Swing's website prior to print.

SWING and the environment

Protection of the environment, safety and quality are the three core values of Swing Flugsportgeräte GmbH and they have implications for everything we do. We also believe that our customers share our environmental awareness.

Respect for nature and the environment

You can easily play a part in protecting the environment by practising the sport of paragliding in such a way that there is no damage to nature and the areas in which we fly.

Keep to marked trails, take your rubbish away with you, refrain from making unnecessary noise and respect the sensitive biological equilibrium of nature. Consideration for nature is required even at the launch site!

If you are a smoker, please do not leave cigarette butts behind.

Paragliding is, of course, an outdoor sport – protect and preserve our planet's resources.

O2 Safety

Safety advice

All forms of aerial sport involve certain risks. They require a high level of individual responsibility.

Prudence and risk-awareness are basic requirements for the safe practice of our sport, for the very reason that it is so easy to learn and practically anyone can do so. Carelessness and overestimating one's own abilities can quickly lead to critical situations. A reliable assessment of conditions for flying is particularly important. Paragliders are not designed to be flown in turbulent weather. Most serious paraglider accidents are caused by pilots misjudging the weather conditions for flying.

Please bear in mind that any aerial sport is potentially dangerous and that ultimately you are responsible for your own safety.

We therefore strongly encourage you to fly in a conservative manner. This applies both to the choice of conditions in which you fly and also to the safety margin which you allow when carrying out the various flying manoeuvres.

We recommend that you only fly using paragliding equipment, a harness and helmet that have been tested and certified.

In Germany, paragliders are subject to the guidelines for aerial sports equipment and must not under any circumstances be flown without a valid certification. Independent experimentation is strictly prohibited. This Manual does not replace the need to attend training at a paragliding school.

This Manual must be passed on to any new owner of the harness. It forms part of the certification and belongs with the harness.

You must observe the other specific safety advice given in the various sections of this Manual.

Safety notices

Safety notices are issued when defects arise during use of equipment that could potentially also affect other examples of the same model.

The notices contain instructions on how to inspect the equipment concerned for possible

faults and the steps required to rectify any faults.

Swing publishes on its website any technical safety notices and airworthiness instructions which are issued in respect of Swing products. We will also send you safety notices directly by email if you have registered your product (refer to "Product Registration" in the section "Swing on the World Wide Web").



WARNING

The owner of the harness is responsible for carrying out the action required by the safety notice.

Safety notices are released by the certification agencies and are also published on the relevant websites. Services such as RSS are also available, which allow internet users to follow



various websites and any changes made to them without having to access them individually. This allows much more information to be followed than was previously the case. You should therefore visit the

safety pages of the certification agencies on a regular basis and keep up-to-date with new safety notices which cover any products connected with paragliding (refer to Appendix for addresses).

Disclaimer and exclusion of liability, Operating limits

Use of the product is at the pilot's own risk!

The manufacturer cannot be held liable for any personal injury or material damage which arises in connection with Swing products. The certification and warranty shall be rendered invalid if there are changes of any kind or incorrect repairs to this harness, or if any inspections are missed.

Pilots are responsible for their own safety and must ensure that the airworthiness of the equipment is checked prior to every flight. The pilot should launch only if the paragliding equipment is airworthy. In addition, when flying outside of Germany, pilots must observe the relevant regulations in each country.

The paragliding equipment may only be used if the pilot has a valid licence for the area or is

flying under the supervision of an approved flying instructor. There is no liability on the part of third parties, in particular the manufacturer and the dealer.

Disclaimer and exclusion of liability

In terms of the warranty and guarantee conditions, the paraglider harness along with certified paragliding equipment may not be used if any of the following situations exists:

- the inspection period has expired, or the inspection has been carried out by unauthorised agencies or people
- the pilot has insufficient experience or training
- repairs have been carried out by the pilot or unauthorised repairs have been carried out
- the pilot has incorrect or inadequate equipment (paraglider, protection and helmet).

Operating limits

The harness may only be used within the operating limits. These have been exceeded if any of the following situations exists:

- it is used outside the permissible weight range
- it is used when there is obvious damage to the harness
- it is used in rain or drizzle, in cloud, fog and/or snow
- the air temperature is below -30°C or above 50°C
- alterations have been made to the harness that are not approved

- the pilot uses the harness for a purpose which is not connected with paragliding. This harness is, e.g., not a parachute harness and not intended for use as such

Purpose

The Brave 4 may be used exclusively as a paraglider harness in combination "lightweight aerial sports equipment" with an unladen weight of less than 120kg in the paraglider category.



DANGER

This harness must not be used for sky-diving.

Target group

The modular nature of the Brave 4 gives it various possible uses, making it suitable for various target groups.

In its basic version without airbag, the Brave 4 is ideally suited for speed flying and speed riding.

Used in combination with the airbag, it is intended for paraglider pilots for whom compact and lightweight equipment, which is nevertheless comfortable, is particularly important.



WARNING

The Brave 4 complies with the requirements LTF 91/09 only in combination with the airbag.

O3 Harness features

Technical data

Use	Paraglider harness	
Certification	Without airbag	EN 1651:1999
	With airbag	LTF 91/09
Maximum clip-in weight	120 daN	
Hang height [cm]	50	
Distance between carabiners [cm] (min. - max.)	30 - 45	
Weight approx. [kg]	Harness-basic incl. carabiner	1190g
	Rear storage pocket	270g
	Airbag	530g
	Alpine backpack	790g
	Total weight	2780g
Protection	External LTF NfL II 91/09-certified multi-chamber airbag with nitinol reinforcing	
Installation of reserve	Separate front container	
Included in delivery	<ul style="list-style-type: none"> • Brave 4 harness with rear storage pocket • Alpine backpack • two aluminium carabiners • leg connection lines / leash line • Instruction Manual 	
Optional accessories	<ul style="list-style-type: none"> • Airbag • Front container 	

General overview

What does the Brave 4 look like?



The Brave 4

Concept

The Brave 4 is a lightweight and comfortable reversible harness with a modular design.

It gives you optimum freedom of movement for speed riding on skis and for foot-launched speed flying.

At the same time it is also ideally suited for Hike&Fly projects, vol bivouac adventures and travel.

This versatility is achieved through easily installable additional parts such as an LTF-certified airbag and a front container with lightweight rescue system.

The backpack offers sufficient space for standard paragilders too, if packed correctly, and, if necessary, can be unzipped from the harness.

The backpack volume compresses well and the back section was designed to be very comfortable to carry, even on extended trips.

Its high level of comfort makes it suitable for anyone looking for a high-quality harness that is light in weight and has compact dimensions.

The materials used for the Brave 4 are high-quality and robust to guarantee durability and lightweight.

Features

Safety features

Airbag

The airbag used in the Brave 4 has nitinol rods to give it shape and tension. This ensures a high damping effect even without airflow.

This gives the airbag its protective effect even during launch.

Emergency whistle

In harness mode, the chest strap is equipped with an emergency whistle.



Comfort features

Separately attached leg loops

The leg loops for the Brave 4 are separated, which makes it very comfortable when flying with skis. However, for longer flights, the leg

loops can also be connected again before launch using the leg connection line.



Leg connection line

Trekking pole holder

In backpack mode, there is a holder for trekking poles on the left side of the Brave 4. They can be held in place securely using a bungee loop.



Attachment options for equipment

If any equipment is too long to be stored in the rear storage pocket, the external loops and bungees can be used.



i PLEASE NOTE

If you are using the trekking pole holder for sharp or pointed objects, please cover their tips to avoid damaging the harness.

The lower attachment loops can be tucked away in the pocket provided if you are not carrying any equipment on the outside of the harness during flight.



Exposed loops



Loops tucked away

Ski holder

The side compression straps can be used to attach skis (one on each side).



Ski holder on the side of the backpack

Access point for drinking tube

The Brave 4 is set up for standard hydration systems in both harness and backpack modes. In both cases, the drinking tube can be fed

through above the shoulder strap.



Access point in harness mode



Internal storage pocket for gear



Access point in backpack mode

Mesh back section

In backpack mode, the back section has mesh spacer fabric to ensure optimum pressure distribution on your back and good air circulation.



Brave 4 backpack

If the rear storage pocket is not being used, it too can be completely unzipped from the harness, leaving simply a minimal harness for flying.



Brave 4 harness without rear pocket



WARNING

Transporting pointed, hard or sharp objects in the rear storage pocket during flight is not recommended.

Leg pocket

In harness mode, there is a spacious pocket underneath the right leg loop. This is ideal for storing a miniwing stuffbag or gloves, snacks etc. during flight.

Pockets

Rear storage pocket

In harness mode, the Brave 4 has a rear storage pocket that has room for extra clothing and equipment not needed during flight besides the backpack carrying system. There is also a pocket for small items.



Right leg pocket with zip closure

Inner bag

In backpack mode, there is also enough space in the main pocket for standard paragliders, if packed appropriately. There is also a small pocket on the side for other equipment. There are two internal zips which allow the inner bag to be completely removed from the harness.



Internal zips

Airbag



Diagram of the Brave 4 Airbag

A lightweight airbag is available for the Brave 4. It is attached to the straps provided and can be left permanently attached to the harness. It can only be installed in combination with the back storage pocket.



WARNING

Immediately before launch, check once again that the airbag has been pre-inflated and that there is nothing that could obstruct the vent during flight, to ensure maximum protection during launch as well.

Installing the airbag



TIP

A video is available on the internet showing how to install the airbag:

<http://vimeo.com/89394493>



1. First, attach the airbag at the front to the leg loops using the two hooks. Each hook is clipped into one loop.



Eyelet on the leg loop



Hook on the airbag

2. There is a plastic buckle on each side for the side attachment.



Position of mounting adapter for side attachment



Plastic buckle for side attachment

3. The airbag is fastened to the attachment loop as well. To do this, take off the carabiner, place the airbag loop over the attachment loop on the harness and attach the carabiner again in its original position.



Attachment loop on the harness



Airbag side attachment loop

4. For the final connection point, open the concealed Velcro fastening on the outside of the rear pocket and attach it firmly to the airbag.



Position of concealed Velcro fastening



Velcro fastening on the airbag



PLEASE NOTE

Please check the connection points regularly, especially after converting the harness.

Rescue system

A front container can be used with the Brave 4 if you wish to use a reserve chute. This can be attached easily and quickly to the main attachment point and can also remain permanently on the harness.

Installing the front container



Positioning the Brave 4 front container

After the speed bar line is installed through the pulley, the line is fed through the stainless steel eyelet for the appropriate leg loop.



Direction to install the speed bar line on the leg loops

To ensure comfort, we recommend airbags with appropriate speed bar holder. The speed system can also be left permanently on the harness.



Speed system mount on the airbag

⚠ WARNING
 Check once again immediately before launch that both ends of the V-line are attached in the carabiners of the main hangpoint.

Accessories

Speed system

The Brave 4 can be fitted with an optional speed bar.

Speed bar installation

There are high quality pulleys on the side of the harness to guide the speed bar line.




Direction to install the speed bar line through the pulleys

The speed system must be adjusted to suit the pilot and the glider.

Make sure when you are doing this that the glider is not permanently pre-accelerated as a result of the adjustment being too short. Nor should the speed system be too long, which would prevent you from being able to use the paraglider's full speed range. Follow the instructions contained in the paraglider's Instruction Manual.

ⓘ TIP
 A video showing how to install the speed set is available online:
<http://vimeo.com/88156975>



Streamer

The Brave 4 is set up to take standard hydration systems. This consists of a Velcro attachment and an access hole for the drinking

tube. It is designed for hydration systems made by Deuter.

Swing recommends using a Deuter Streamer with capacity up to 3 litres.



Deuter Streamer

Installing the Streamer



Velcro attachment in the Brave 4 rear pocket



Velcro attachment in the Brave 4 backpack

Adjustment options

The Brave 4 has various adjustment options to give pilots the opportunity to adjust the harness according to their particular wishes and preferences. Pilots should take their time in doing this so that they achieve a high level of seating comfort.

We recommend that you hang the harness in a simulator or frame when making the adjustments.

All adjustment ranges are limited by the harness geometry.

Angle of back section

The first adjustment is to the seating position and size of the harness. The seating position is adjusted by the opening angle of the harness. Decide the angle at which you want to sit (angle between back and thigh). To make the adjustment, use the side buckles, which you will find at about chest height. If the harness is shortened, the seating angle will be smaller (upright position). If it is lengthened, the seating angle increases (reclined position).



Shortening the side straps

Length of shoulder straps

Adjusting the shoulder straps allows the harness to be altered according to the height of the pilot. This is done using the adjustment buckles integrated into the shoulder padding. The strap is loosened upwards over the loop and tightened downwards. The shoulder strap is correctly adjusted if it sits on the shoulder but the crimped elastic band at the lower end is not stretched taut.



Shortening the shoulder strap

Width of the chest strap

The chest strap controls the distance between the two hangpoints. The bigger the distance, the more the glider responds to weight-shifting.

It is adjusted using the loops on the strap (to shorten) or on the buckle (to lengthen).



Shortening the chest strap

Leg connection line/ Leash line

The leash line that came included with delivery is used to improve comfort on long flights. To do this, feed it through the loops as shown below. The end of the line with the eyelet is turned over, making a loop that is used to fasten the other end. The line can be made short or long, depending on your preference.



TIP

It is best to hang the harness in a simulator or frame when making the adjustments. It is not possible to adjust it during flight.



Feed line through loops 1 & 2



Feed the end of the line through the line loop



Tighten the line loop to fasten it

04 Flying with the Brave 4

Converting the harness

The Brave 4 can be converted from a backpack into a harness and back again in just a few steps.



PLEASE NOTE

The backpack's outside pocket can still be used for small items in harness mode, allowing you to store safely in the rear pocket things that would be in the way in your jacket pocket.

Conversion from backpack to harness

The pictures below show how to convert the backpack.



Open zips and undo buckles



Open the main compartment of the back pack



Open the rear storage pocket



Take the harness out of the rear storage pocket



Turn out the entire Brave 4



Pull over and close the flap of the main compartment



Put the backpack into the rear storage pocket



Harness with rear storage pocket



Close the rear storage pocket



Open Velcro safety tab covering the zip

Conversion from harness to backpack

To change the harness back into a backpack, follow the steps above in reverse order.



PLEASE NOTE

Before converting the Brave 4, make sure that all of the compression straps are loosened, which makes it easier to pack and in particular to close the zips.



Open the zip completely

Conversion to lightweight harness

The Brave 4 can be converted into a lightweight harness. For this, the backpack and the rear storage pocket are unzipped from each other. It is then no longer possible to install an airbag. The backpack can be used separately to store or carry items. The pictures below show how to detach the rear storage pocket.



Open lower Velcro flap



Harness without rear storage pocket

Installing the rear storage pocket

To turn the lightweight harness back into a harness with rear storage pocket, follow the steps above in reverse order. Pay attention to the following points in particular.



Loop and pulley on the lower edge of the rear storage pocket



Feed the pulley through the loop



Pulley in correct position

Putting on the harness

To put on the harness, put each arm between the corresponding shoulder strap and the adjustment for the back section.

Then do up both leg straps and the chest strap. The buckles must be properly clicked into place.



Brave 4 - leg strap buckle



Brave 4 - chest strap

It is important to check that they are securely done up by pulling firmly on each one. Finally, close the connecting strap between the shoulder straps. The harness is now on properly.



WARNING

Always keep all buckles free of snow and ice!



Pilot wearing the harness a

Pre-flight check

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

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

- Are there any tears, areas of wear or other damage to the harness and airbag (if used)?
- Were the harness and speed system (if used) correctly adjusted?
- If used, is the reserve system in order or does it need to be inspected /repacked?
- Are all the pockets closed?
- Are the reserve deployment handle and pins in the correct position?
- Are both carabiners properly closed/secured?
- Was there a clearly audible 'click' when the buckles were done up and do they stay closed if pulled on?
- Has the zip on the rear pocket been done up completely?
- Are the speed system lines attached to the glider and is the speed system properly attached to the harness?
- Did you check the airbag attachment points again after putting it on?

Towing

The Brave 4 is suitable for towing. The appropriate towing devices are available from specialist stores.

They must be fastened to the main attachment point.

Swing also recommends using a towing aid, which is attached between the towing device and the harness. The Swing range includes the "Pro-Tow" tow aid that can be used for this purpose.

Tandem flights

The Brave 4 is suitable for tandem flights.

Be aware here that, for safety reasons, the rescue system must not be attached to the pilot's chest strap.

05 Maintaining your harness

Care and maintenance

Care

The harness is made from top quality materials, but you must nevertheless be careful never to drag it across the ground or to leave it exposed unnecessarily to sunlight, heat or moisture.

Pay particular attention when converting it not to damage the reinforcements.

The harness can be sponged with lukewarm, soapy water if it gets dirty.

Storage

Swing recommends that all of your paragliding equipment be stored away from UV light in a dry room that is well-aired and has a constant temperature. Open the backpack and/or inner bag and loosen the strap a little to allow it to air.

Maintenance

Check the condition of your harness regularly, or at least once a year. Check in particular whether the seams or straps have any areas of wear or tears.

Harness buckles

Keep the harness locking buckles clean and oil with a few drops of sewing machine oil when necessary. Check regularly that they are working properly.

Carabiner

Aluminium carabiners must be replaced after approx. 300 hours of use or five years, as the material fatigues.

Airbag

Check the airbag regularly, in particular whether there are any holes or areas of wear, which could result in it failing to deploy.



DANGER

A damaged airbag may malfunction. Inspect your airbag regularly for damage or deformation (especially if it ever comes in contact with the ground).

Contact with salt water

The harness should be rinsed in fresh water immediately (before it dries) if salt water gets on it and then allowed to dry in a well-ventilated place in the shade.

Repairs and inspection

Repairs

Swing workshops

All repairs and servicing should be carried out by a Swing-authorised workshop or directly by Swing. Swing workshops have trained staff, original Swing parts and the necessary know-how, all of which will ensure top quality work.

Small repairs to the harness

You can repair small tears in the harness yourself using self-adhesive sail material, provided that the tears are in places which do not bear heavy loads, are not at the seams and are no bigger than 3cm.

The appropriate material is available from SWING.



TIP

The Brave 4 has an information sticker in the leg pocket and in the airbag opening.

It is helpful to provide the type designation and product serial number if you are contacting your Swing dealer with any queries or ordering replacement parts or accessories, to ensure accurate identification.

Inspection

General

A report must be prepared for all inspections. An appropriate template can be downloaded from the Swing website.

When this is completed and signed, it constitutes the documentation for a completed inspection.

Failure to observe the inspection periods shall render invalid the certification and warranty.

Swing recommends that the paraglider and harness are sent for inspection at the same time.

Inspection periods

The Brave 4 must be inspected at least every 2 years from the date of purchase.

It must in addition have an extra inspection after any exceptional load, e.g. reserve deployment or any accident.

Validity of inspection

Personal requirements for inspection by the pilot

Personal requirements for inspection by a pilot of solo gliders:

- Valid restricted pilot's licence for paragliders/hang gliders or equivalent licence.

Personal requirements for inspection on behalf of another party

- professional training required for inspection work.
- two years' professional experience in manufacturing or servicing paragliders and hang gliders or a technically similar activity, of which 6 months within the last 24 months is with a manufacturer of aviation equipment, or by confirmation from the manufacturer.
- adequate relevant training with the manufacturer or importer.
- specific instruction for each equipment type, which is renewed annually.

Inspection by the pilot

Liability and warranty on the part of SWING Flugsportgeräte GmbH will lapse if a pilot carries out an inspection him/herself.

SWING recommends that inspections be carried out by the manufacturer/importer or by an authorised agent.

What to do if damage is discovered, Repairs

If damage is discovered when the harness is being inspected that affects its airworthiness,

then the harness must be returned to the manufacturer for repairs. This also applies to any damage if its effect on the system's airworthiness cannot be clearly determined.



PLEASE NOTE

Repairs should only be carried out by the manufacturer

Warranty

The terms of the warranty offered by Swing are contained in the warranty provisions on our website:

www.swing.de/garantie.html

Disposal

Even the best products and materials have only a limited useful life.

The materials used in a paraglider harness must be disposed of properly. Please ensure that you dispose of your Swing harness properly if its useful life is over.

If you wish, you can return it to us and we will then dispose of it for you.

O6Swing on the World Wide Web

Swing website

Swing has a comprehensive website, which provides additional information about many other topics related to paragliding. Swing's website is the first port of call for Swing's worldwide following:

www.swing.de

On Swing's website, you will find an extensive range of accessories for your paraglider, useful products for pilots, as well as additional information and accessories.

You will also find there links to other services and websites.

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SWING Social Media

Swing is very active on Facebook, Instagram and youtube and has various pages that are updated daily on a variety of topics related to aviation and Swing products.

Tag us on Facebook and Instagram:

@SwingParagliders

@SwingSpeedflyingTeam

Find us on Facebook and Instagram under the following hashtags:

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#Swingspeedriding

#SwingSpeedflying

#SwingMiniwings



<https://www.facebook.com/Swing.Paragliders/>



<https://www.facebook.com/SwingSpeedflyingTeam/>

We hope you have
a lot of fun and many great flights with your
Brave 4

The
SWING Team

07 Appendix

Addresses

Swing Flugsportgeräte GmbH

An der Leiten 4
82290 Landsberied
Germany

Tel.: +49 (0) 8141 3277 - 888
Fax: +49 (0) 8141 3277 - 870
Email: info@swing.de
www.swing.de

Paraglider recycling

Swing Flugsportgeräte GmbH
- Recycling Service -
An der Leiten 4
82290 Landsberied
Germany

DHV

Deutscher Hänggleiterverband e.V.
Am Hoffeld 4 (Physical address)
Postfach 88 (Postal address)
83701 Gmund am Tegernsee
Germany
Tel.: +49 (0) 8022 9675 - 0
Fax: +49 (0) 8022 9675 - 99
Email: dhv@dhv.de
www.dhv.de

EAPR

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Marktstr. 11
87730 Bad Grönenbach
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Air Turquoise SA

Rte du Pré-au-Comte
CH-1844 Villeneuve
Switzerland
Tel.: +41 219656565
e-mail: info@para-test.com
www.para-test.com

Versions

Version: 1.0

Date: 02.05.2018

First version of Instruction Manual

Product details

Model:	Manufacturing Date:	Serial number:
Brave 4	___ - 20___	___/___/ - ___/___/ - ___/___/___/

Pilot details / Proof of ownership

1st owner

Name:	
Address:	
Telephone:	
Email:	

2nd owner:

Name:	
Address:	
Telephone:	
Email:	

3rd owner:

Name:	
Address:	
Telephone:	
Email:	

Repairs and inspections carried out:

Date:	Work carried out:	General condition on delivery:	Completed by (Name):	Stamp, signature



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82290 Landsberied
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