

TEST

# APCO SPLIT LEG HARNESS: SIMPLE, LIGHT, EFFICIENT.

*The paraglider and paramotor harness and wing manufacturer, Apco, has had an idea which is both simple and brilliant; replace paramotor harnesses with ones with the thighs separated.*





**T**he idea is so simple that you wonder why it wasn't thought of earlier. Attach a mountain style harness, with thighs separated, onto a paramotor.

By doing this, the whole thing will straightaway be lighter because some of the weight in the harness comes from the board under the seat. Saving a few kilos is the current trend. Not just for comfort when transporting and carrying it, but also for safety. We know that the less weight there is to move, the easier the aircraft will be to handle and control. It isn't just from a weight point of view that it makes a big difference.

There is also an effect which is less visible at first glance, but clearly confirmed during our tests. Thanks to its simplicity, the harness with the Apco thigh straps brings man and machine closer and the weight is grouped more closely together.

Close up, the geometry brings the two weights together.



## HARNES

As a consequence there is better comfort and handling, both on the ground and in the air. When running to take off, having your thighs separated allows you to run much more freely and comfortably.

Another effect that we can confirm is that it has never been so easy to sit down after taking off. It's amazing, but logical, because the pilot is lifted up by their thighs.

Finally, in the air, the freedom given by having two legs free allows you to actively put more weight onto one side of the wing. It is particularly obvious during a wingover, when the pilot needs to load the opposite side when passing through the lowest point of the pendulum.

Are there any disadvantages? You would think that this type of harness would be uncomfortable but it's not the case. Of course, during a three hour flight you are a bit better sitting in a classic harness. But Apco's Split Legs harness has been carefully padded and turns out to be pretty comfortable. There is even an aeration system in the back which is more efficient than in some classic harnesses.

Despite its 1.5 kg, this harness isn't spartan. Admittedly the zip side pocket to put your things in is an option you have to pay extra for, as is the side reserve container. But if you're happy to carry a chest reserve, the harness as it is sold, will be amply sufficient.

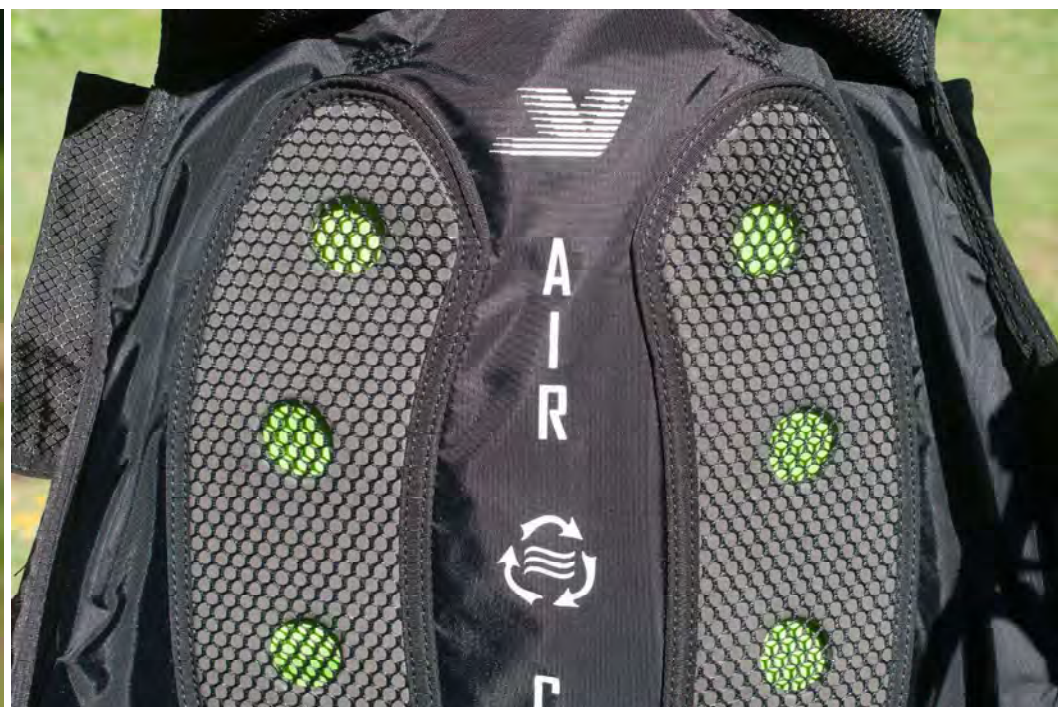




AIR  
COMFORT



Two versions are available: for low attachment systems (left) and high (right).



Light, simple, comfortable and not at all spartan. The Split Legs benefits from all the Apco harness know-how.

It is made with high hang points and low hang points. We tested the version with low hang points by replacing the original harness on a Kangook Trekk. The result was the same for us as for the German Kangook dealer and the pilot photographer Bénédict Bös, who did the same tests at almost the same time but independently from us. The Split Legs won the comparison with the original harness with flying colours.

You don't just gain two kilos, but also at almost every level. Excellent and recommended for most pilots, perhaps

with the exception of those who regularly fly for more than an hour and a half at a time. Incidentally, Kangook are now offering it as an option on their machines if pilots want.

For all those who are equipping their current machines, ask your Apco importer for more information about compatibility. Available in a multi size model (adaptable thanks to a zip), for pilots between 1.60 and 1.85m.

Price 360€.  
[www.apcoaviation.fr/selletesplitlegs.html](http://www.apcoaviation.fr/selletesplitlegs.html)