



APCO SPLIT-LEG PPG HARNESS

Split-leg harnesses are common in lightweight paragliding, with most hike-and-fly harnesses using the design. With more paramotor pilots looking to shave kilos from their kit too, Apco have introduced the idea of split-leg harnesses to the world of paramotoring. But it's not just about saving weight.

I could immediately see a lot of thought has gone into the design of this harness, with modern materials used and attention to detail. The main harness, which you should be able to fit to most paramotor frames, uses a nice techy-looking ripstop as the main

material, which should hold up well to the general abuse this sort of product receives.

A zipped pocket at the back contains a sheet of isolation foam; this area that sits against your back is nicely shaped to increase airflow and uses mesh to allow your back to breathe – great after that take-off run.

The harness uses lightweight buckles that some may feel a bit flimsy, but these have been used in paragliding harnesses for years. One absence though is any sort of safety-T to make sure you clip in your leg loops. However, with this harness it's maybe a bit more obvious when you haven't clipped in

properly. The leg loops themselves are well padded, and the distance between them can be adjusted with a couple of straps. You shouldn't find yourself flying along legs wide open. There is also a higher strap to keep your shoulder straps in place; the buckle doubles as a whistle. The shoulder straps are well padded, perfect for holding the weight.

There are plenty of little details that show how much work Apco put into the design. On the side you can add a zip-on pocket or reserve container, and the pocket comes with a mirror for checking fuel. The speedbar pulleys look good quality and are held in place using stiffened wires, which reduces friction. At the back you will find a zip to adjust the back length (there are also two sizes).

Although it weighs less than 1.5kg, weight-saving is not the main reason to switch to this design. Rather, it's the ease of use and comfort that make it stand out, especially on the ground. Separate legs make walking and running with the motor much easier: perfect for light-wind take-offs and landings. Another benefit is the motor sits closer to your back on the ground, pulling the centre of gravity in closer. This means the motor feels lighter and easier to carry, protecting your back from strain.

In the air it was very comfortable. Getting into it after launch is a breeze – you just slide back in as your legs are in individual hammocks with no hard edges. There is a little less roll authority, but you soon learn to roll your hips more, which works well for weightshift. The only downside is because there is less material, it can get a bit chilly. There is an optional airbag that fits on the bottom in case of a heavy landing, and this should also help with keeping you warmer.

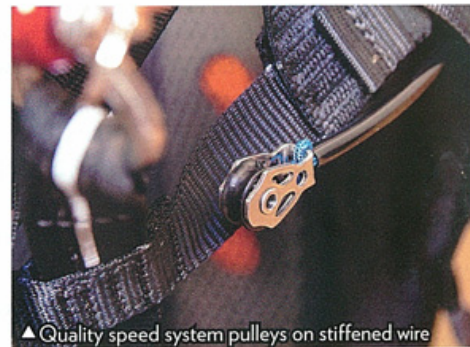
All in all this is a great and innovative upgrade. If you value ease of movement on the ground while keeping the weight down it should be on your to-try list. **✉ Marcus King**
apcoaviation.com



▲ Mesh covered back support for good air flow



▲ Chest and leg strap buckles



▲ Quality speed system pulleys on stiffened wire