



# ATTENTION



## ACTIVE SYSTEM ARMS + ATS SYSTEM

**The Active Arms System** which unites the harness to the frame, where the paraglider risers are attached. These arms have 6 connection points, the function of these points are to have the option to find the ideal static balance when flying together with the ATS System.

These arms work as a roman scale with it's different connection points, leaning forwards or backwards in function of the ATS system. it is necessary to find your ideal static balance, wearing your flight suit and equipment, This is best achieved by suspending yourself & the machine from a static frame, moving the attachment points on the active arms forwards or backwards (B,C,D,E,F) to find the optimum tilting angle 20 degrees of the propellor to the ground.

The lighter weight pilots will move the ATS backwards, and the heavier pilots forwards.

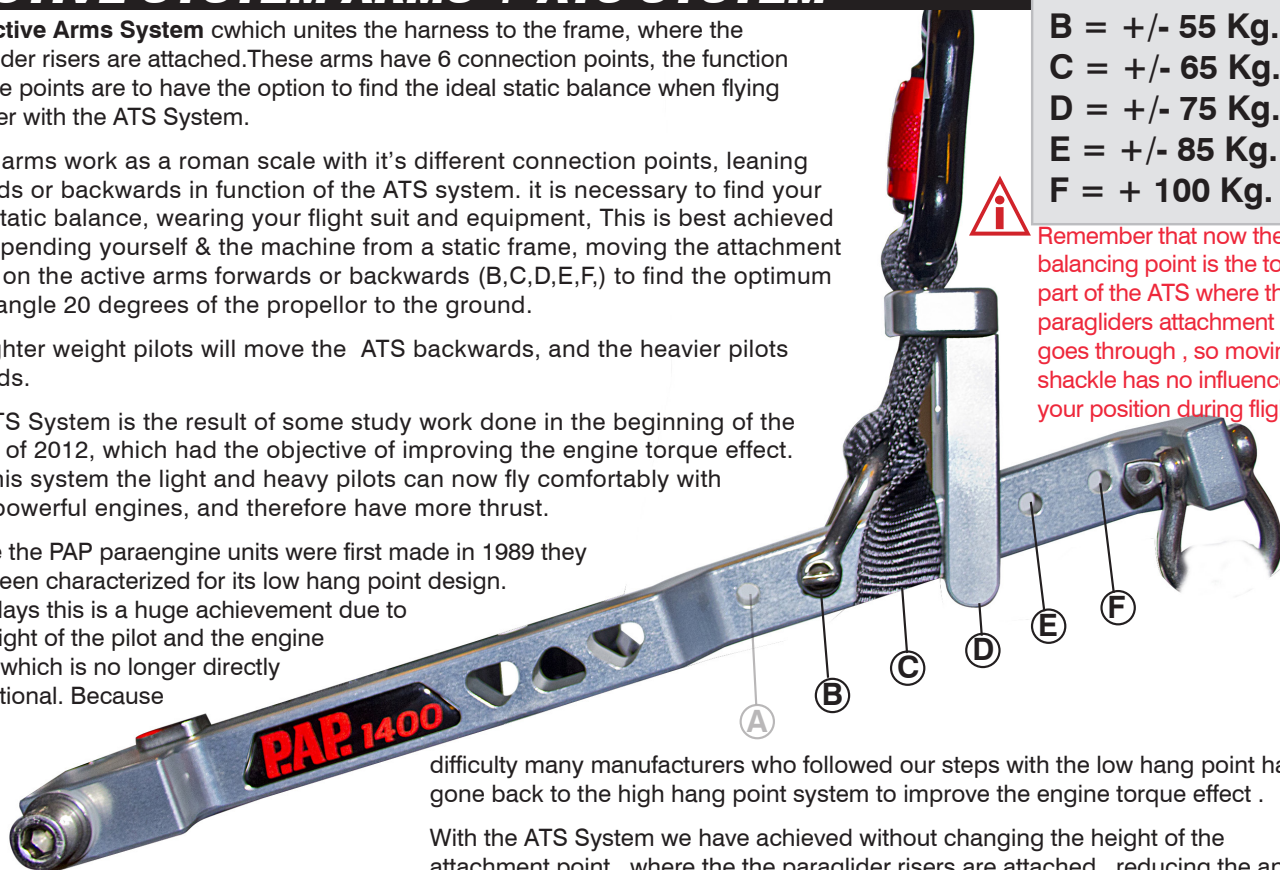
The ATS System is the result of some study work done in the beginning of the Winter of 2012, which had the objective of improving the engine torque effect. With this system the light and heavy pilots can now fly comfortably with more powerful engines, and therefore have more thrust.

PSince the PAP paraengine units were first made in 1989 they have been characterized for its low hang point design. Nowadays this is a huge achievement due to the weight of the pilot and the engine power which is no longer directly proportional. Because of this

B = +/- 55 Kg.  
C = +/- 65 Kg.  
D = +/- 75 Kg.  
E = +/- 85 Kg.  
F = + 100 Kg.



Remember that now the balancing point is the top part of the ATS where the paragliders attachment loop goes through , so moving the shackle has no influence in your position during flight.



difficulty many manufacturers who followed our steps with the low hang point have gone back to the high hang point system to improve the engine torque effect .

With the ATS System we have achieved without changing the height of the attachment point, where the the paraglider risers are attached , reducing the anti torque effect and therefore ensuring a comfortable and precise flight. We could say that the ATS System works as a stabilizer as the rotation point is about 90mm higher ontop of the arms where the paragliders risers are attached, just underneath the carabiner of the glider. Preventing with this the horizontal and vertical movements. Another advantage of the ATS System is to be able to slide this on the paraengine arm until finding the exact position for the flight, a approximate angle of 20 degrees from the propeller to the ground.

### ATS INSTALATION:

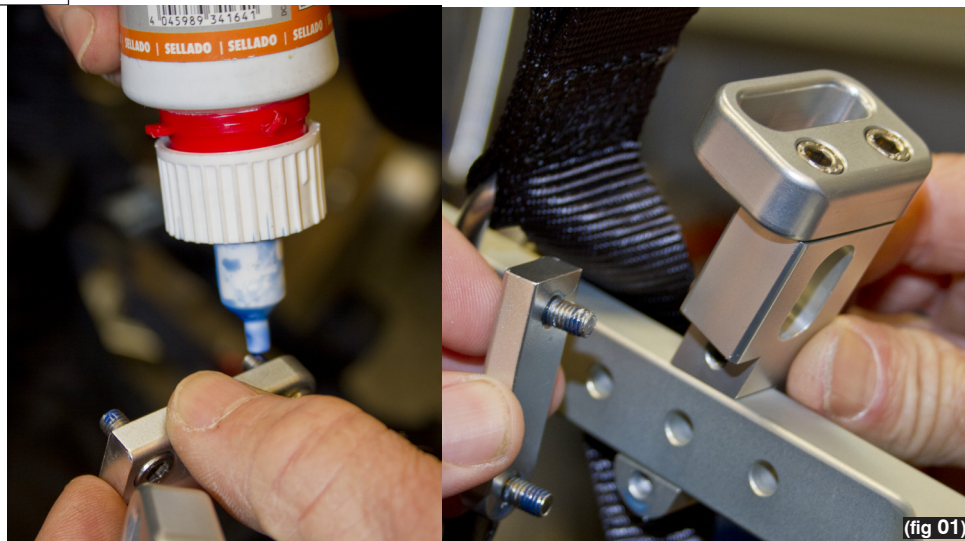
- 1.- Remove the carabiner where the paragliders risers are attached.
- 2.- Place the ATS on the arm with the regulation screws looking towards the inside of the harness (fig 01).
- 3.- Pull the paragliders attachment loop through the hole on the top part of the ATS (fig 02)
- 4- Put back the carabiner in its position. (fig 03)
- 5- Pull the arm to its maximum, by pulling the carabiner upwards (fig 04)
- 6- Sliding the ATS forwards or backwards, seeking the best verticality of the paraglider attachment Loop (fig05) and (fig06)
- 7- Once having done this, fasten the 2 screws on the side (fig07)



Remember that now the balancing point is the top part of the ATS where the paragliders attachment loop goes through , so moving the shackle has no influence in your position during flight.

While in flight you will notice that the chosen position is correct, if not loosen the 2 screws and slide the ATS towards the correct position seeking the best balance for your flight.

If necessary move the shackle forwards or backwards (the balancing point is now the top part of the ATS where the paragliders risers are attached, so, moving the shackle will have no influence on your position in flight.







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