

A man is paragliding over a coastal landscape. He is wearing a black helmet, red-tinted goggles, a black jacket, and blue sneakers. He is holding the paraglider's control lines. The background shows a sandy beach, the ocean, and some houses in the distance under a clear blue sky. The paraglider's lines are colorful, including red, green, and blue.

FLARE

PROXIMITY HARNESS
USER MANUAL

PROXY

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1 INTRODUCTION

The Basic Instinct of a human being is the search for freedom and to go beyond the existing.
We believe that if yesterday was the best day of your life... today can be even better! If you think you had already felt freedom yesterday – wait until you experience the third dimension of today.
We decided to start a revolution, combining the depower and stability of a kite with the glide, performance and safety of a paraglider.

Some would call it a game changer.
We welcome you to the future of flying.

Your FLARE Team

Edition 1.0 /05_2025
The latest version of the manual can be found on
www.go-flare.com

2 DESCRIPTION

The PROXY is a specially designed loop strap harness for playful flying with parakites in the areas of soaring, speed flying, and snowkiting. It is: lightweight, comfortable, robust, and additionally equipped with a sandwich foam protector. This serves as a buffer and is not certified. The seat shell perfectly wraps around the body, providing high comfort at a low weight. The geometry and flight dynamics have been designed to ensure that the harness is intuitive, easy, and safe to handle in both coastal soaring conditions and alpine terrain.

At the top of the to-do list for our PROXY was ease of use and a design perfectly tailored to each specific area of application (discipline). This also aims to ensure the longest possible product lifespan. For example, particularly durable materials were used to withstand the specific demands for as long as possible.

In the minimally placed back pocket with a capacity of 15 liters, there's room for your storing bag as well as any small items you might be carrying. Additionally, on each side, you'll find an elastic zippered pocket where you can store your phone or even your storing bag. There's also a discreet opening on the back compartment, ideal for your selfie stick. This opening is marked by color and the label "GATE." Of course, you can also use the "GATE" for a hydration tube.



THE TYPE CERTIFICATION AND THE DATE OF THE FACTORY INSPECTION FOR THE HARNESS CAN BE FOUND INSIDE THE BACK POCKET. IF THIS LABEL IS MISSING, IT MUST BE ASSUMED THAT THE HARNESS IS AN UNTESTED PROTOTYPE. IN THIS CASE, PLEASE INFORM YOUR FLARE PARTNER IMMEDIATELY.

SCOPE OF DELIVERY

The PROXY includes:

- Harness unit certified according to EN 1651/2018 (load test)
- Storage bag
- 2 FLARE carabiners (A4907-12-2T)
- Sternum Strap
- Integrated sandwich foam protector, which is non-removable and NOT certified according to EN/LTF

3 SAFETY NOTICE

With the purchase of this equipment, you assume the full responsibility and accept all risks associated with the use of paragliding equipment, including injury and death. Improper use of the equipment increases the risk. Parakiting and using FLARE products require a special training. To be able to paraglide you must be in possession of the required license for the particular country you are flying in.

Neither FLARE nor the seller nor the importer of this product can be made liable in case of personal injury or damage caused to a third party. If any aspect of this equipment is not clear, please contact your personal FLARE Pro Partner or our customer service.



4 FEATURES

1 - Adjustable shoulder straps

To create a personalized fit between the harness and the pilot.

2 - Attachment loops on both shoulder straps

3 - Sternum strap

4 - FLARE carabiners (A4907-12-2T)

5 - Color coding

red stitching on the left, blue stitching on the right

6 - Leg strap adjuster

With the aluminium adjuster between the leg loops, it is possible to customize leg positioning and flight dynamics to suit your individual preferences during flight.

7 - Elastic zippered pockets with auto - lock zippers

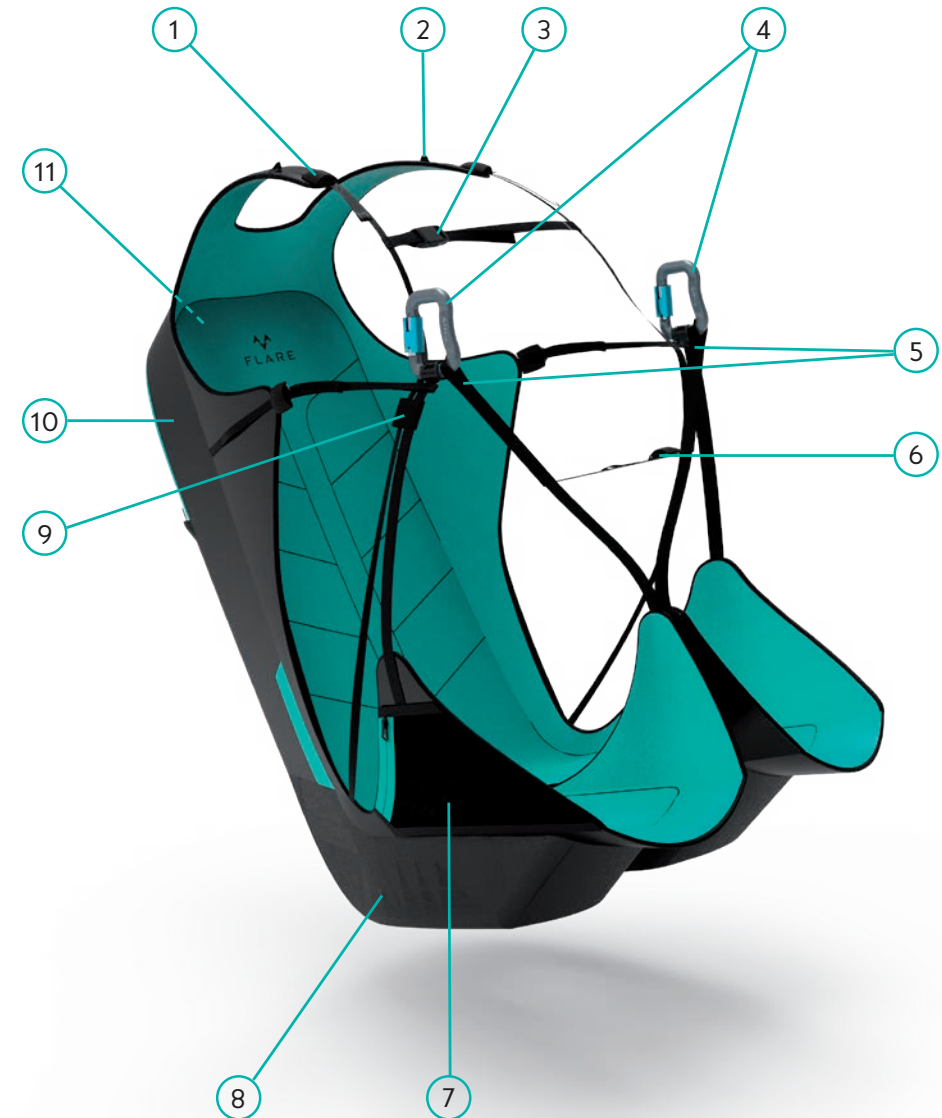
8 - Sandwich foam protector

 CAUTION:
NOT AN EN/LTF CERTIFIED IMPACT PROTECTION

9 - Back panel tilt adjustment

10 - Back storage compartment with 15l capacity

11 - Selfie stick pocket and GATE opening on the back panel



5 INITIAL SETUP

Together with your Pro Partner, the PROXY will be adjusted and checked. You will then make the basic adjustments yourself while seated in a harness simulator.

Follow these steps to put on the harness:

1. Put your arms through the shoulder straps.
2. Guide the leg loops between your legs and fasten the straps on both the left and right sides by hooking the loops into the main carabiners. Make sure the left side is marked in red and the right side in blue.
3. Ensure that the loops are not twisted. You can check this by making sure the visible stitching is always facing forward. Also, make sure that two loops are hooked into each carabiner. The openings of the main carabiners should face opposite to the flight direction.



HARNESS ADJUSTMENTS

The PROXY allows the pilot to adjust the leg loops, thereby influencing both flight behavior and flight position. The tighter the leg loop adjuster, the more roll-stable the harness becomes. As a result, yaw stability is increased. If the leg loops are loosened, roll stability decreases, and yaw stability is reduced accordingly.

6 MOUNTING THE FRONTCONTAINER

The PROXY does not have an integrated rescue container but can be equipped with a standard front container. To attach the front container securely to the harness, it should be fastened to the harness at a minimum of three points.

The initial installation of the rescue system must be carried out by a certified compatibility inspector. This person checks the deployability of the rescue system and confirms its compatibility in the inspection and packing certificate of the rescue device.



WE PARTICULARLY RECOMMEND USE OF A 60 M/S RESERVE CHUTE. YOU WILL FIND THIS INFORMATION ON THE HOMOLOGATION BADGE OF THE RESERVE CHUTE

Due to the higher speeds of parakiting a test of the reserve chute until 40 m/s, which is used for regular paragliding, will not be sufficient. But there are some paragliding reserve chutes which are shock-tested for velocities of fall until 60 m/s and apply to the higher industry standards. In order to meet the requirements of parakiting FLARE recommends a reserve chute with a shock-test-license of at least 60 m/s. You will find information regarding the maximum permitted shock-speed on the homologation badge of the particular reserve chute.

It is very important that the test release of the rescue device is carried out by the pilot himself sitting in the harness in a harness simulator, as different physiques and forces affect its deployability. Before installation, you must first check whether the reserve chute needs to be repacked.



IF A FRONT CONTAINER IS USED, THE CARABINER OPENINGS MUST FACE BACKWARDS. ONLY THUS THE RESCUE V-LINE CAN RUN UP UNDISTURBED IN THE EVENT OF AN RESCUE RELEASE. FURTHERMORE, THE RESCUE MUST ALWAYS BE HOOKED IN BEFORE THE PARAKITE/PARAGLIDER WILL BE HOOKED IN.

COMPATIBILITY TEST

The correct installation of the reserve chute should now be verified with a test deployment.

To do this, put on the harness, close the leg loops and hang the main carabiners in a harness simulator. Then pull out the reserve chute by the handle. For this test, it is not enough to deploy the reserve chute without sitting in the harness. It must be possible for you to reach and pull the handle with no problem from the flying position, in accordance with the instructions of the particular manuals.

The deployment force must not be below 2 daN and must not exceed 7 daN. In case of uncertainties you should consult a specialist or contact FLARE Pro Partner.

The reserve chute must be deployed with the correct throwing technique, with a continuous and steady pull in a forward movement away from the harness. Otherwise, deployment may be difficult.

A reserve chute deployment can be made more difficult by the following factors:

- > The reserve chute is too large or too bulky for the compartment or the deployment bag.
- > The reserve chute is not packed in the shape of the front container.
- > The reserve chute is not thrown with the appropriate throwing technique.
- > The reserve chute has too much volume after repacking.
- > Because arm length is crucial for a successful reserve chute deployment, smaller persons with short arms may not be able to deploy the reserve chute. In emergency situations, high G-loading can occur, which can make deployment even more difficult.



BEFORE EACH FLIGHT, CHECK TO SEE IF THE RESCUE HANDLE IS IN THE RIGHT POSITION AND WHETHER THE SPLINTS OF THE HANDLE ARE SITTING CORRECTLY. REACHING FOR THE RELEASE HANDLE TO TEST ITS POSITION EVERY FLIGHT CAN HELP YOU MEMORIZE THE POSITION SUBCONSCIOUSLY.

7 DETAILS FOR THE PROTECTOR

To make the harness more durable and robust, the sandwich foam protector in the PROXY has been permanently integrated. However, the foam elements themselves can be removed for replacement. The cover containing the sandwich foam protector cannot be removed.

The foam protector acts as a buffer during contour flying and gives the pilot a bit more time to react in the event of unintended ground contact. FLARE explicitly recommends not flying without the protector.



THE SANDWICH PROTECTOR IS EXPRESSLY NOT AN EN/LTF CERTIFIED PROTECTION SYSTEM AND SERVES ONLY AS LIGHT PROTECTION DURING LOW-ALTITUDE FLYING.

PACKING AND COMPRESSING

To preserve the protector, keep it away from moisture and do not leave it in direct sunlight.

To pack the harness back into the included storage bag after use, the following folding suggestion is helpful:

1. Lay the harness flat on the ground and organize all straps and lines on the harness.
2. Fold the harness in half along the horizontal axis.
3. Place the harness into the storage bag.



8 FLYING SAFE

PREFLIGHT CHECK

The entire equipment must be carefully inspected for any defects before every flight. It is also advisable to check your gear after long flights or after the harness has been stored for an extended period.

Make sure that:

- > There are no visible damages on the harness or carabiners that could affect airworthiness.
- > The rescue parachute container is properly closed, securely connected to the harness, the pins are fully inserted in the loops, and the release handle is correctly attached.
- > All buckles, straps, and zippers are securely closed.
- > The paraglider/parakite is properly connected to the harness, and both carabiners are correctly closed and secured.
- > All pockets are closed, the zipper puller is parked in its garage at the end of the zipper, and no loose parts are hanging around.
- > The backpack does not interfere with the closure system of the harness.
- > Double-check that the leg loops are closed before launching!
- > If you're using a selfie stick, make sure it is not extended during launch, as it could get tangled in the parakite's lines.
- > FLARE recommends flying very small, agile parakites with a rather tight leg loop adjuster. Larger parakites, on the other hand, should be flown with a wider spacing of the leg loop adjuster.



DO NOT LAUNCH IF YOU FIND ANY DEFECTS, EVEN SMALL ONES! IF YOU FIND ANY SIGNS OF DAMAGE OR ABNORMAL WEAR AND TEAR, CONTACT YOUR FLIGHT SCHOOL OR FLARE DIRECTLY.

BEHAVIOR IN THE EVENT OF A RESERVE CHUTE DEPLOYMENT

- > Locate the rescue handle in front of you and hold it tightly with one hand.
- > Pull the handle firmly away from the harness in a continuous and forward movement to release the split pins and pull out the reserve chute.
- > Make sure that you throw the reserve chute in the deployment bag into free airspace.
- > If possible, throw it in the opposite direction of any rotational movement and let go of the handle!
- > Once the reserve chute is open, try to keep it from tangling and swinging. It is best use the B-, C- or D-lines or the brake lines to pull the glider symmetrically toward you.
- > When you land, straighten up as much as possible and use the parachute landing fall (PLF) technique to minimize the risk of injury.

WHAT TO DO IN EMERGENCY SITUATIONS AND EXTREME FLIGHT CONDITIONS

Disturbances of the glider that are caused by thermal lift or turbulence are transmitted perceptibly via the harness mounts to the seatshell.

To avoid getting tipped to the side, make sure that you are always sitting in the middle of the seatshell. Also make sure that you don't lose your grip on the brake handles so that you can react quickly and without delay to extreme flight conditions.

Read about the behavior of your glider in extreme flight conditions in the appropriate manual. Should you fly into an object or land in a tree, be calm and notify the authorities.

9 OPERATING LIMITS

The PROXY is approved for a maximum pilot weight of 120 kg according to DIN EN 1651. Please note that extreme flight maneuvers can heavily increase G-forces and thereby the load of the harness. The FLARE aluminum carabiner is an ultralight product (22KN) and requires special care:

- > Do not use the carabiner if there is any visible external damage or wear.
- > Avoid transverse loads, strokes and do not drop the carabiner.
- > The aluminum carabiner should be replaced after 3 years or 300 hours.

WINCH-TOWING

The PROXY is not recommended as a harness for winch towing.

TANDEM FLIGHT

The PROXY is explicitly NOT suitable for use as passenger harness.

SAFETY TRAINING AND FLYING OVER WATER

It is expressly NOT recommended to use the PROXY for flights over water or for safety training. There is a risk that the harness's sandwich foam protector could push the pilot underwater after a water landing.

LIFESPAN

The harness is your direct connection point to your parakite/paraglider.

It is your responsibility to check the harness before each use.

If you have any doubts about safety, do not use the harness under any circumstances and contact your FLARE dealer.

You should know which environmental influences (UV light, salt water, extreme heat, etc.) or which chemical influences (aggressive cleaning agents, petroleum, oils, lubricants, acids, etc.) the harness was exposed to. If the harness has been subjected to a great deal of stress, for example in the event of a rescue deployment, falling or landing in a tree, it should no longer be used and should be destroyed immediately.

Dispose of harnesses that are out of date due to new regulations or standards or are no longer compatible with other items of equipment in the safety system. It is your responsibility to understand these factors.

If you have any doubts about its condition, you should stop using the harness and destroy it.

10 MAINTENANCE, CARE

The materials selected for the PROXY were chosen for their durability while remaining lightweight. Nevertheless, proper and careful handling is essential. You should make an effort to keep your harness clean and well-maintained to preserve its airworthiness for as long as possible.

- > Avoid dragging your harness over rocky or sandy ground, and always try to land standing upright.
- > Avoid leaving your harness in the sun unnecessarily. UV rays are highly damaging to the material.
- > Store it in the included storage bag when not in use.
- > Store your gear loosely packed in a dry, cool place, and always allow it to dry fully before packing if it has become wet.
- > For cleaning, use only a soft brush or a damp cloth whenever possible. Use mild soap to clean the harness only when absolutely necessary. In that case, remove any other components such as the rescue system beforehand. The fabric coating may be damaged by brushing or rubbing.
- > If your harness gets wet, let it dry in a well-ventilated, shaded area. If your rescue system gets wet (e.g., in a water landing), it must be opened, dried, and repacked.
- > Zippers can be lubricated once a year with silicone spray.

MATERIALS

The FLARE PROXY is extremely robust and made exclusively from high-quality materials. FLARE has selected the best possible combination of materials in terms of load-bearing capacity, weight, and durability.

We are aware that the longevity of the equipment is crucial for the pilot's satisfaction, but we would like to point out, due to the choice of materials and the design of the harness, that the harness may be more susceptible to wear and damage if not used properly.

The lifespan of this product is highly dependent on individual use and your care. Please note that the following activities particularly stress the materials of your PROXY, and it should therefore be inspected more carefully:

- > Speed flying and speed riding
- > (Coastal) soaring with permanent touch & go
- > Extensive ground handling

MAINTENANCE CHECKLIST

In addition to the regular pre-flight check procedure, the PROXY should be thoroughly inspected every 6 months, and at the latest every 12 months. During this inspection, all connections, seams, and materials should be checked for damage.

Of course, the harness must also be carefully inspected after any special incidents, such as a hard landing or tree landing, or if there are signs of excessive wear.

When in doubt, always consult a professional.

Here is what to check:

- > Check all webbing and lines for wear and damage.
- > All seams must be inspected and, if in doubt, reinforced to prevent the issue from spreading.
- > Both aluminum carabiners must be replaced after a maximum of 3 years or 300 flight hours, whichever comes first. Impacts to the carabiners can cause invisible damage, and the carabiner may break during use.

The documentation for service work should be entered with the name of the repair person, stamp and signature.

STORAGE

The ideal storage location is a dry, light-protected place with a constant temperature. Moisture is a well-known enemy of the longevity of paragliding and parakite equipment.

Therefore, always make sure to dry your gear before packing it away—preferably in a heated and well-ventilated room to allow moisture to escape properly.

11 REPAIRS

Repairs may only be carried out by the manufacturer or an authorized FLARE maintenance facility. Exceptions include the repair of small tears (up to approximately 3 cm) that do not affect seams or webbing.

CHANGES TO THE HARNESS

The FLARE PROXY is within the permissible tolerances when it leaves production. This tolerance range is very narrow and must not be altered under any circumstances.



UNAUTHORIZED CHANGES INVALIDATE THE TYPE APPROVAL AND ALL LIABILITY CLAIMS AGAINST THE MANUFACTURER AND ITS DISTRIBUTORS ARE INVALIDATED.

12 DISPOSAL

When the harness has reached the end of its service life after extensive use, please ensure environmentally responsible disposal. FLARE products place great emphasis on environmental compatibility and the highest quality control standards in their material selection.

If your harness is no longer airworthy, please remove all metal parts. You can dispose of the remaining parts at a waste disposal facility. The metal parts can be dropped off at a metal recycling facility.

Of course, you also have the option of sending your retired FLARE harness directly to us, and we will dispose of it properly.

13 HOMOLOGATION

The PROXY has the EN 1651/2018 certification, which only represents a load test and is explicitly NOT an EN/LTF certification. The PROXY is defined as a lightweight air sports device with an empty mass of less than 120 kg in the paraglider category.

For FLARE, the various tests represent the final stage in the development of a harness. The tests are only conducted once our development team is completely satisfied with the respective harness.

14 MAINTENANCE CHECK

FLARE mandates a maintenance interval after 24 months. The re-inspection is carried out by the manufacturer or the manufacturer's authorized representative.



IF THE HARNESS IS SUBJECTED TO ABOVE-NORMAL STRESS (EXTREME FLIGHT MANEUVERS, PROHIBITED ACROBATICS), OR IF IT IS FREQUENTLY USED IN SANDY AND SALT-CONTAINING AIR, THE HARNESS MUST BE INSPECTED EARLIER THAN THE USUAL SCHEDULE!

15 TECHNICAL DATA

Size	S	M	L
Pilot height [cm]	155-172	170-183	177-190
Suspension point [cm]	38	41	44
Chest strap width [cm]	36-42	36-44	38-47
Weight [kg]	1.55	1.75	1.8
Max. load capacity	120kg		
Harness certification	EN 1651/2018 (load test only)		
Protector certification	no certification		

Materials:

Outer shell fabric	N.210D Ripstop, N.70D Robic Ripstop
Bottom fabric	N.420 HD FD Oxford
Lining fabric	DOKDO 30DMF 40D
Lining foam	IXPE 2mm
Outer seat fabric	N.70D Robic R/S
Inner seat fabric	N.210D HD Twill
Main suspension webbing	YS-5358 15mm
Back&shoulder strap webbing	YS-5359 10mm
Other webbing	YS-3413/4 15mm, YS-4081 14.5mm
Carabiner	Kingsnaps A4907
Connector	Magic Short Magnetic Buckle
Adjuster	Duraflex Tensionlock 15mm, Edelrid SB Buckle 10mm
Protector	PU MC180, MH 68, XPE T6mm

16 NATURE AND ENVIRONMENTALLY COMPATIBLE BEHAVIOR

We have already taken the first step towards environmental awareness with our engine-free sport. This is especially true for hikers who walk up to the launch site and for coastal pilots along our world's oceans. However, it is incredibly important to behave in the most environmentally friendly way possible to preserve the beauty and diversity of nature, which we all cherish. This means, out of respect for nature, not leaving any litter behind, not straying off the paths, and avoiding unnecessary noise.

17 CLOSING WORDS

The FLARE PROXY is at the absolute forefront of development in the market for lightweight and robust harnesses, showcasing what is possible in terms of industry-specific innovations. Developing this harness has taken us a lot of time and brought us immense joy. We see the challenge in creating a product that suits every area and individual taste. We hope you'll notice this right from the first FLARE, feeling a sense of unity with your harness and parakite from the very start.

The PROXY will bring you great joy for a long time if you treat and maintain it properly. Respect for the demands and dangers of flaring is essential for successful and enjoyable moments. You can also check out the tutorials on go-flare.com for more information. Even the safest equipment can be dangerous if meteorological conditions are misjudged or if there are pilot errors. Always remember that every wind sport is potentially risky, and your safety ultimately depends on you.

We urge you to fly cautiously and respect the legal regulations in the interest of our sport, as every pilot always flies at their own risk!!

**WE WISH YOU A LOT OF FUN WITH YOUR NEW HARNESS
AND ALWAYS HAPPY FLARINGS!**

Your FLARE Team

18 TEST PROTOCOL			Date
Customer, name:			
Address:		Phone:	
Product type:	Size:	Serial number:	
Certification number:		Last service:	
Manufacturing date:			

CHECKLIST:

	Result [+/-]	Defects:	Suggestion:
Identification:	<input type="checkbox"/> + <input type="checkbox"/> -		
Main suspension:			
Carabiner: (FLARE Aluminium Carabiner max. 3 years / 300h, no cracks or notches)	<input type="checkbox"/> + <input type="checkbox"/> -		
Main suspension: (no damage / no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Webbing at mainseat: (no damage / no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Leg straps: (no damage / no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Seams:			
Webbing: (no damaged, frayed or open seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Protector connection: (no damaged, frayed or open seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Protector shell: (no damaged, frayed or open seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Fabric:			
Seat cover: (no torn seams or wrenched cloth)	<input type="checkbox"/> + <input type="checkbox"/> -		
Protector cover: (no torn seams or wrenched cloth)	<input type="checkbox"/> + <input type="checkbox"/> -		

TEST RESULT:

- Condition:**
- ☐ new
- ☐ very good condition
- ☐ good condition
- ☐ used
- ☐ very used, still within certification, check within shorter periods
- ☐ not usable anymore, doesn't meet certification

Repairs:

Signature of checker:

Date:

Name of checker:

Company stamp:



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FLARE PARAKITES

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