

Information and user notes for the Comunica-Aviation BETA+ Airborne Sports Helmet: READ THESE BEFORE USING THE HELMET... (2 pages)

The following information and notes is supplied with each helmet and should be read carefully before use and acted on by all users of BETA+ helmets.

- This BETA+ helmet is designed, made and NB approved in accordance with EN966 category UL Airborne Sports Helmets as model FLASH. It is CE marked accordingly.
- It may only be used for airborne sports. It must not be used for any other kind of sport, eg skiing, motorcycling, canoeing or cycling.
- No helmet can protect the wearer against all kinds of impacts. However, for maximum protection the helmet must be a good fit and all retention straps must be securely fastened to retain the helmet (see instructions below).
- This helmet is so constructed that the energy of an impact may be absorbed through its partial destruction, though damage may not be visible. If it suffers such an impact it should either be returned to the manufacturer for competent inspection or destroyed and replaced.

WARNING

- This helmet can be seriously damaged by some common substances including solvents, paints and abrasives without such damage being visible to the helmet user. Use only water and non-abrasive cloth to clean the helmet's shell, pads and retention system.
- The properties of the helmet do not alter during approximately 3 years if the above mentioned instructions are followed. After this period it is highly recommended to replace the helmet.
- Do not make any alteration to this helmet.

Fitting, adjusting and fastening BETA+

- Each BETA+ is supplied labelled with the EN960 nominal headform size it will fit comfortably and safely, with 2cms intervals between circumference sizes.
- Use a cloth tape measure to check your head size, starting over the eyebrows and going round the back of the head the longest way.
- Try on a BETA+ helmet with the nearest size marking to your head measurement, (wearing it with an appropriate ear defender or headset).
- Adjust the chin strap fastener length so that, with the strong metal fastener closed, the strap is firmly but comfortably tight under the chin. Tuck any spare strap length away in the retainer on the strap tail to reduce flapping.

When first using BETA+, practise fastening and unfastening the strap a few times.

- Users with "LONG, NARROW, HEADS" (compared with the EN960 shape!) may feel pressure at front and back. If so, try larger BETA+ sizes until fore-and-aft comfort and fit is found. Then fit soft foam "fitting pads" at each side (behind the helmet comfort padding lining), to optimise comfort and firm fit of the ("larger") helmet.
- Users with "SHORT, WIDE, HEADS" (compared with EN960 shape), should choose a larger size BETA+ to fit best across the head and then fit soft foam fitting pads behind and/or in front of the head to optimise comfort and firm fit.
- Users (especially children) with a smaller than average "CHIN-TO-TOP OF HEAD" dimension may find that the chin strap is too low to retain the helmet firmly. If so, a circular foam fitting pad should be fitted to the helmet lining over the head.
- Finally check that BETA+ fits firmly (gripping the head) but comfortably before use.

BETA+ helmet accessories.

Use only the accessories described below with BETA+. The helmet protection level may be reduced otherwise.

Ear defenders and headsets

- Always wear this helmet over a suitable ear defender set or communications headset. Suitable items include:
 - Peltor ear defender models:
 - H7A-Headband
 - H7F- Folding headband
 - H7P3A-Hard hat attachment, for which shell mounting points are provided on BETA+.
 - H7B- Neckband.
 - Communication headsets based on the above ear defenders and with headband thicknesses not exceeding 8mm.

Please note:

- The above ear defenders provide formal Health and Safety hearing protection levels.
- Communication headsets based on the same ear defenders, including Comunica-Aviation models, are generally offered only to provide good communication. They are not provided for any Health and Safety purpose.

BETA+ can be worn with or without its VIS+ visor.

Unlike the protection given to the head by a helmet, a visor gives little protection to the face in the event an impact against the ground, runway surface etc or moving objects. It is intended solely as a protection against the weather, minor impacts and for comfort and clearer communication.

WARNING

If the visor receives an impact it is possible that it may break. Accordingly the visor, in common with vehicle users' visors, is "not warranted shatterproof".

- The BETA+ chin-length visor is made from tough, clear, high quality 2mm polycarbonate sheet. This is similar to the material used for vehicle user helmet visors.
- VIS+ has been carefully designed to meet the EC PPE Directive requirements including:
 - Having high "optical neutrality" (not affecting the view through it).
 - Being operable with one hand
 - Being mounted directly against the helmet brow, without any peak, hence not reducing safety by restricting the upward view.
 - Reaching down to the chin when lowered for whole face protection and to shield a communications microphone from wind and slipstream.
 - Lifting up virtually out of the forward vision field
 - Being held in place lowered or raised by adjustable friction (and so will not fly up in slipstream).
 - Being fitted with a "break away" mechanism which:
 - Retains the visor at all normal (UL aerodynamic) loads.
 - Allows the visor to break away from the helmet in case of impact loads above a threshold of ca 40Kgf, reducing the risk of consequent injury. (Currently no obvious specification of the break-away threshold required by the PPE Directive is offered by BSI etc. We have advised BSI of the chosen 40Kgf level which we consider sensible and asked for their comment and advice on this).

Friction adjustment and servicing of the VIS+ visor

- Check that the visor is undamaged, clean and unscratched and that both its nylon friction screws, their nylon washers and the pivot screws and washers are all fitted correctly. If in doubt, contact Comunica-Aviation. Replacement VIS+ visor lenses and visor fastener sets "VIS+/KIT" can be supplied promptly by Comunica-Aviation. Only replace visor parts with the correct spares supplied by Comunica-Aviation, the protection provided by the whole helmet may be reduced otherwise.
- Adjust the visor friction CAREFULLY to the highest practical level which allows single handed operation, by tightening or loosening the NYLON FRICTION SCREWS evenly on each side, using an appropriate size of straight-blade screwdriver. In the air, carefully practice turning your head round so the slipstream tries to lift the visor up. When correctly adjusted, the screw friction will prevent the visor swinging up and impacting the screws. Try this slowly and then at higher speeds to get used to it safely.
- If the visor has suffered an impact load above the break away threshold, part of each nylon friction screw may be left in its retaining nut in the shell. To remove the old broken screw, sit with the helmet upside down in your lap. Grip the inner lining at the rear and carefully pull. Teasing the lining at the front and rear will eventually work it free from the shell. You will notice on the inside of the shell the broken nylon screw exposed, with a pair of pliers you can grab and unscrew the nylon screw from the inside. To replace the lining, rest it over the shell and carefully push back into place ensuring the lining is straight and flush with the front of the shell.
- While waiting for replacement nylon crews (M4x12 PANHEAD) Steel M4 screws will fit BUT WILL NOT ALLOW THE RAISED VISOR TO BREAK AWAY SAFELY IN A CRASH. We accordingly cannot recommend the use of steel screws.

WARNING

- The VIS1+ visor can be seriously damaged by some common substances including solvents and cleaning materials without such damage being visible to the helmet user. Use only dilute washing up liquid and non-abrasive cloth to clean the visor.
- Check with the supplier of any anti-mist compound that it is safe to use on polycarbonate plastic, before using it

Helmet Padfit+

- The standard EN960 shaped BETA+ helmet sizes will of course fit most users without additional padding.
- As noted above, some users may need to adjust the helmet shape to fit more comfortably and firmly, by adding suitable fitting pads. These can be inserted and removed easily, even allowing the same helmet to fit diverse users.
- Comunica-Aviation supplies sets of 3 fitting pad to match some users' special head shapes to the "standard" EN960 based helmet shapes:

If you need any help, advice or supplies, please contact:

Andrew Reaney

Tel: +44 (0)208 1238241

Email: info@comunica-aviation.co.uk

Www: comunica-aviation.co.uk

Comunica-Aviation
Unit 93, 80 High St
Winchester
Hants, SO23 9AT
United Kingdom