
OZONE
OCTANE 2

YOUR WING IS HERE



OCTANE 2

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OCTANE 2

Thank you for choosing to fly Ozone.
As a team of free flying enthusiasts, competitors and adventurers, Ozone's mission is to build agile paragliders of the highest quality with cutting edge designs and performance and maximum security.

Confidence and belief in your paraglider is a far greater asset than any small gains in performance - ask any of the Ozone pilots on your local hills, or those who have taken our gliders on ground-breaking adventures and stood on podiums around the world. All our research and development is concentrated on creating the best handling/performance characteristics possible with optimum security. Our development team is based in the south of France. This area, which includes the sites of Gourdon, Monaco and Col de Bleyne, guarantees us more than 300 flyable days per year. This is a great asset in the development of the Ozone range.

As pilots we fully understand just how big an investment a new paraglider is. We know that quality and value for money are essential considerations when choosing your new paraglider; so to keep costs low and quality high we build all our wings in our own production plant. During production our wings undergo numerous and rigorous quality control checks. This way we can guarantee that all our paragliders meet the same high standards that we expect ourselves.

This manual will help you get the most out of your Octane2. It details information about the Octane2's design, tips and advice on how best to use it and how to care for it to ensure it has a long life and retains a high resale value. If you need any further information about Ozone, the Octane2, or any of our products please check www.flyozone.com or contact your local dealer, school or any of us here at Ozone.

It is essential that you read this manual before flying your Octane2 for the first time.

Please ensure that this manual is passed on to the new owner if you ever resell this paraglider.

Safe Flying!
Team Ozone

WARNING

Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an Ozone paraglider is undertaken with the full knowledge that paragliding involves such risks.
As the owner of an Ozone paraglider you take exclusive responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks.
Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.
Be prepared to practice as much as you can - especially ground handling, as this is a critical aspect of paragliding. Poor control while on the ground is one of the most common causes of accidents.
Be ready to continue your learning by attending advanced courses to follow the evolution of our sport, as techniques and materials keep improving.
Use only certified paragliders, harnesses with protector and reserve parachutes that are free from modification, and use them only within their certified weight ranges. Please remember that flying a glider outside its certified configuration may jeopardise any insurance (e.g. liability, life etc) you have. It is your responsibility as the pilot to verify your insurance cover.
Make sure you complete a thorough daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment.
Always wear a helmet, gloves and boots.
All pilots should have the appropriate level of license for their respective country and third party insurance.
Make sure that you are physically and mentally healthy before flying.
Choose the correct wing, harness and conditions for your level of experience.
Pay special attention to the terrain you will be flying and the weather conditions before you launch. If you are unsure do not fly, and always add a large safety margin to all your decisions.
Avoid flying your glider in rain, snow, strong wind, and turbulent weather conditions or clouds.
If you use good, safe judgment you will enjoy many years of paragliding.

Remember, PLEASURE is the reason for our sport

TEAM OZONE

Everyone at Ozone continues to be driven by our passion for flying, our love of adventure and our quest to see Ozone's paraglider development create better, safer and more versatile paragliders.

Paragliding design is led by the ever thoughtful David Dagault; Dav has a wealth of experience both in competition, adventure flying and paraglider design. Also on the design team are Russell Ogden, Luc Armant and Fred Pieri.

Russ is a top competition pilot and ex paragliding instructor, he can usually be found putting Dav's latest creation through a series of test manoeuvres.

Luc, a dedicated XC addict has a background in naval architecture. He brings a wealth of knowledge and ideas to the design team and works closely with Dav in the design process.

Fred is the latest addition to the team. He is a mathematian, mechanical engineer and vol Biv specialist and works closely with Dav and Luc.

Back in the office Mike 'Da Boss' Cavanagh generally keeps control of the mayhem. Promotion and Team pilots are organised by Matt Gerdes. Karine Marconi, Jill Devine and Chloe Vila make sure we don't spend too much money and look after the ordering system.

Our manufacturing facility in Vietnam is headed up by Dr Dave Pilkington, who works relentlessly manufacturing gliders and producing prototypes as well as researching materials and manufacturing processes for our future products. He is backed up by Khanh and 700 production staff.

YOUR OCTANE 2

In the tradition of the original Octane, which redefined handling in the paragliding world, The Octane 2 is dedicated to freestyle play and acro flying based on the Octane FLX featuring new materials and colour schemes.

The Octane 2 is our answer to pilots who need a wing that performs well in the entire range of acro manoeuvres, but with a good enough sink rate to thermal and fly comfortably... and of course with EN C Certification in the 22m and 25m sizes. It is a compact and easy to use acro wing, with energy enough for big tumbles and lofty wingovers, and the pitch stability needed for gentle recoveries and the smoothest, easiest helicopters imaginable.

If you are an aspiring acro pilot, or if handling and fun are an absolute priority for you, then the Octane 2 is for you.

For pilots who are looking for a more dynamic and powerful wing, the Octane 2 is available in a 20m size - this wing has a valid load test only and no flight test certification. The 20m size remains a fun and accessible wing, but is certainly more advanced and dynamic than the certified sizes. For pilots looking to make the transition from the Octane 2 to the Trickster, this size could be an excellent choice.

The Octane 2 represents our best efforts to create a wing that is, above all else, fun to fly. It features a totally uncompromised freestyle handling, and modern freestyle/acro pilots will love its predictable recovery characteristics, dynamic character, and ease of use.

Rucksack

The bag is light in weight, comfortable and useful (padded hip belt, ergonomic and adjustable shoulder straps). It has a large volume that will allow you to store all your kit, whilst still being comfortable for hiking.

Brake Lines

The Octane 2 features the new Ozone Acro handles.
The brake line lengths have been set carefully during testing. If you do choose to adjust them, please consider the following:

- Ensure both main brake lines are of equal length.
- When the brake handles are released in flight, the brake lines should be slack. There must be a substantial "bow" in them to guarantee no deformation of the trailing edge.
- Make sure the brake handles are correctly secured to the bungies
- You can remove the brake line from the pulley if you wish.

IMPORTANT: In the unlikely event of a brake line snapping in flight, or a handle becoming detached, the glider can be flown by gently pulling the rear risers (D-risers) for directional control.

Risers

The Octane2 has been designed with 4 risers. The A riser is coloured to make it easily identifyable.

Accelerator System

To set up an accelerator on the ground, ask a friend to pull your risers into their in-flight position while you sit in your harness. Now adjust the length of the line so that the main bar sits just beneath your seat. You should now be able to hook your heel in to the secondary (lower) loop of the accelerator.

Extending the secondary (lower) loop of the accelerator fully will take the glider through approximately half its accelerated speed range. Should you need even more speed you should hook your feet on to the

upper bar, which you can then extend until the pulleys on the risers touch.

Once set up, test the full range of the accelerator in calm flying conditions: ensure that both risers are pulled evenly during operation. Fine-tuning can be completed when you are back on the ground.

IMPORTANT: Using the accelerator decreases the angle of attack and can make the glider more prone to collapse, therefore using the accelerator near the ground or in turbulence should be avoided.

Harness

It will be in your harness that you will enjoy flying. Therefore, we recommend you spend the time necessary to adjust your harness's different settings until you are completely comfortable. This will make flying more pleasurable.

The shoulder straps and the hip straps need to be set for comfort (make sure you do not have your shoulder's strap too tight, or you might find it difficult to get seated after launching). The ideal position in your harness should be with your knees horizontal and your body position leaning slightly backwards with your head behind the risers.

Total Weight in flight

Each Ozone glider has been certified for a defined weight range. We strongly recommend that you respect these weight ranges. If you are between sizes the following information may help you make a decision as to which size to buy:

If you want better speed, precise handling or if you generally fly in mountains and/or in strong conditions, you should chose to fly in the top part of the weight range. If you want a better sink rate, or if you generally fly in flat lands and/or in weak conditions, you may choose to fly near the bottom part of the weight range. Remember, you can always add ballast for when conditions are stronger.

Note: The Octane2 20 does not have flight certification

BASIC FLIGHT TECHNIQUES

To familiarise yourself with the glider it is a good idea to perform practice inflations and small flights on a training hill. This will enable you to set up your equipment correctly.

Preparation

Lay out the wing on its top surface in a pronounced arc, with the centre of the wing higher than the tips. Lay out the lines one side at a time. Hold up the risers and starting with the brake lines, pull all lines clear. Repeat with the stabilo, D, C, B and A lines, laying the checked lines on top of the previous set, and making sure no lines are tangled, knotted or snagged. Mirror the process on the other side.

Take-off checklist:

1. Check reserve parachute - pin is in and handle secure
2. Helmet on and fastened
3. All harness buckles closed - check leg-loops again
4. Karabiners and maillons tight
5. Trimmers equally set to the white line
6. Holding the A's and your brake handles
7. Leading edge open
8. Aligned directly into wind
9. Airspace and visibility clear

Launching

Your Octane2 will launch with either the forward or reverse techniques.

Forward Launch - Nil to Light winds

When the wind is favourable, whilst gently holding the A risers move forward positively, your lines should become tight within one or two steps and the Octane2 will immediately start to inflate. You should maintain a constant pressure on the risers until the wing is overhead. Do not pull down or push the risers forward excessively, or the leading edge will deform and possibly collapse making taking-off more difficult and potentially dangerous.

Move smoothly throughout the entire launch, there is no need to rush or snatch at it. You should have plenty of time to look up and check your canopy before committing yourself. Once you are happy that the Octane2 is inflated correctly, accelerate smoothly off the launch.

Reverse Launch - Light to Strong Winds
Lay out your wing as you would for the forward launch. However, this time turn to face it, passing one entire set of risers over your head as you turn. Now you can inflate the glider with the A-risers. Once the wing is overhead, release the risers, brake gently if necessary, turn and launch.

In stronger winds, be prepared to take a few steps towards the glider as it inflates. This will take some of the energy out of the glider and it will be less likely to overfly you. This reverse-launch technique can be used in surprisingly light winds too.

IMPORTANT: Never take off with a glider that is not fully inflated or if you are not in control of the pitch/roll of your wing.

In Flight Characteristics
The Octane2 shows no unusual flying characteristics, however it is a small wing with very dynamic behaviour and is therefore only suitible for experienced and competent pilots.

Normal Flight
Flying at 'trim speed' (hands-up), the Octane2 will achieve its 'best glide' speed for normal air. You should fly at this speed when gliding downwind or when the air is not excessively sinking.

For better penetration in headwinds and improved glide performance in sinking air, crosswinds or headwinds, you should fly faster than trim speed by using the accelerator system. Using up to half bar does not degrade the glide angle or stability significantly and will improve your flying performance, as you will reach the next thermal faster and higher. At full speed the Octane2 is stable; however we recommend that you do not fly at full speed close to the ground or in turbulence.

By applying the brakes approximately 30cm, the Octane2 will achieve its minimum-sink rate; this is the speed for best climb and is the speed to use for thermalling and ridge soaring.

Active Flying
To minimize the likelihood of suffering collapses in turbulent conditions, it is essential to use active flying.

Flying with a small amount of brake applied (approx. 20cm) will give you feedback from the wing. In turbulent conditions the internal pressure of the wing can change and you will feel this through the brakes. The aim is to maintain a constant pressure through the brakes. If you feel a loss in pressure apply the brakes until normal pressure is resumed then raise hands back to original position (this must be done quickly). Avoid flying with continuous amounts of deep brake in rough air as you could inadvertently stall the wing. Always consider your airspeed.

These movements can be symmetric or asymmetric; you may have to apply both brakes or just one. These subtle adjustments will keep the glider flying smoothly and directly above you and dramatically reduce the chances of a collapse. If the glider pitches in front of you, use the brakes to slow it down. Equally, if the glider drops behind you, release the brakes to allow it to speed up. The goal is to always keep the wing directly overhead.

These are skills that are best learnt by playing with the glider on the ground!

IMPORTANT: No pilot and no glider are immune to collapses however active flying will virtually eliminate any tendency to collapse. When the conditions are turbulent, be more active and anticipate the movements of your wing. Always be aware of your altitude and do not over-react. We strongly advice you to always keep hold of your brakes. Do not fly in turbulent conditions.

Landing

The Octane2 shows no unusual landing characteristics but as a reminder, here are some tips:

- Always set up for your landing early, give yourself plenty of options and a safe margin for error.
- Once below 30 metres avoid turning tightly as the glider will have to dive to accelerate back to normal flight. If you are at low altitude, or if you hit sink, this could mean you hit the ground harder than necessary.
- Lean forward out of your harness before the actual landing (especially if it's turbulent), with your weight leaning forward against the chest strap, and make sure your legs are ready for the landing and a possible PLF (parachute landing fall).
- Allow the glider to fly at hands up (trim) speed for your final descent until you are around 1 metre above the ground (in windy or turbulent conditions you must fly the glider actively all the way). Apply the brakes slowly and progressively to slow the glider down until groundspeed has been reduced to a minimum and you are able to step onto the ground.
- In light winds/zero wind you need a strong, long and progressive flare to bleed off all your excess ground speed. In strong winds your forward speed is already low so you are flaring only to soften the landing. A strong flare may result in the glider climbing upwards and backwards quickly, leaving you in a vulnerable position.
- If the glider does begin to climb, ease off the brakes (10-20cm) - do not put your hands up all the way - then flare again, but more gently this time. Keep the brakes at mid speed, stand up, be ready to run and make sure you brake fully as you arrive on the ground.
- Choose the appropriate approach style in function of the landing area and the conditions.
- In strong winds you need to turn towards the glider the second your feet touch the ground. Once facing the wing pull smoothly and symmetrically down on the brakes to stall the wing. If the glider pulls you, run toward it.
- If the wind is very strong, and you feel you might be dragged, or lifted again, stall the glider with the C risers. This stalls the wing in a very quick and controllable way and will drag you less than if you use the brakes.
- Always land heading into wind!

RAPID DESCENT TECHNIQUES

Ozone would like to remind you that these manoeuvres should be learnt under the supervision of a qualified instructor and always used with caution. Never forget that properly analysing the conditions before launch will help avoid the need to use these techniques.

Big Ears

Folding in the wingtips increases the wing's sink rate. This is useful for staying out of cloud or descending quickly. To pull big ears, keep hold of your brake handles and take the outermost A-line on each side, then pull down (preferably one at a time) until the tips of the wing fold under.

Do not use the brakes other than for re-inflation. For directional control while using the Big Ears, you should use weight shift.

To reopen your big ears, release both A lines at the same time. To help reinflation, brake gently one side at a time until tips regain pressure. Avoid deep symmetric applications of the brake as this could induce parachutal or full stalls.

IMPORTANT: You can land with the ears (you should release the ears before final flare). Ozone do not advise you to do this when it's turbulent or windy due to the risk of a possible stall and lack of precision in steering.

Big ears and accelerator

Once the big ears are in you can further increase the sink rate by pushing on the accelerator bar.

NEVER try to pull the Big Ears in with the speed bar on. This can lead to a major asymmetric deflation. Always make the Big Ears first and then apply the speed bar.

Big ears and spiral dive

Whilst it is possible to enter a spiral dive whilst holding in Big Ears, the high forces applied to the lower lines could exceed the breaking strain of the lines leading to equipment failure!

Ozone strongly recommend to NOT use this manoeuvre!

Wingovers

The limit is tightly banked S-turns, commonly known as wingovers. These must not exceed 90 degrees of bank.

WARNING: Uncoordinated wingovers can lead to large asymmetric collapses and cravats, therefore they should never be executed near the ground.

B-Line Stall

B-stall is for fast descents in emergency situations only. B-stall is performed by symmetrically pulling down on the B-risers.

To initiate the B-stall place your fingers between the lines above the maillons on the B risers. Do not release the brake handles. As you pull the B-lines down the airflow over the wing is broken and the glider loses its forward speed but remains open and you will descend at around 6 m/s.

If you pull too much B-line the glider may horseshoe and move around a lot.

To exit the B-stall the B-risers should be released symmetrically and in one smooth, progressive motion. The glider will resume normal forward flight without further input. Check you have forward flight again before using the brakes.

IMPORTANT: The pitching movement on exiting the B stall is small but necessary. We recommend you do not brake the glider until you are sure that the glider is flying properly again.

Spiral Dives

If you turn your glider in a series of tightening 360's it will enter a spiral dive. This will result in rapid height loss. To initiate a spiral, look and lean in to the direction you want to go, then smoothly pull down on the inside brake. The Octane2 will first turn almost 360 degrees before it drops into the spiral. Once in the spiral you should re-centre your weightshift and apply a little outside brake to keep the outer wing tip pressured and inflated.

Safe descent rates of 8m/s (1600 ft/min approx.) are possible in a spiral dive, but at these rates the associated high speeds and G-forces can be disorientating, so pay particular attention to your altitude.

To exit the spiral dive, ensure your weight shift is not engaged, use opposite weight shift if necessary and then release the inside brake. As the Octane2 decelerates allow it to continue to turn until enough energy is lost for it to return to level flight without an excessive climb and surge.

In normal conditions the Octane2 shows no tendency to remain locked in a spiral dive; however some parameters may interfere with its behaviour. These include: wrong settings of the chest strap, total weight in flight outside of the certified weight range, or being in a very deep spiral at a very high sink rate. You should always be prepared to pilot the wing out of such a spiral dive. To do so, smoothly use opposite weight shift and apply a small amount of outside brake and the glider will start to resume normal flight. Never attempt to recover from a spiral with hard or quick opposite inputs as this will result in an aggressive climb and surge.

IMPORTANT: Always be prepared to pilot yourself out of a spiral dive using opposite input if necessary.

IMPORTANT: Spiral dives with sink rates over 8 m/s are possible, but should be avoided. They are dangerous and put unnecessary strain on the glider. Spiral dives cause disorientation and need time and height to recover. Do not perform this manoeuvre near the ground.

INCIDENTS

Deflations

Due to the flexible form of a paraglider, turbulence may cause a portion of the wing suddenly to collapse. This can be anything from a small 30% (asymmetric) collapse to a complete (symmetric) collapse. If you have a collapse, the first thing to do is to control your direction. You should fly away from the ground or obstacles and other pilots, or at least not to fly into them... Asymmetric collapses can be controlled by weight shifting away from the collapse and applying a small amount of brake to control your direction. This act will most of the time be enough for a full recovery of the wing.

Once a glider is deflated it is effectively a smaller wing, so the wing loading and stall speed are higher. This means the glider will spin or stall with less brake input than normal. In your efforts to stop the glider turning towards the collapsed side of the wing you must be very careful not to stall the side of the wing that is still flying. If you are unable to stop the glider turning without exceeding the stall point then allow the glider to turn whilst you reinflate the collapse.

If you do have a deflation, which does not spontaneously reinflate, make a long smooth progressive pump on the deflated side. This pumping action should take about 2 seconds per pump. Pumping too short and fast will not reinflate the wing and pumping too slow might take the glider close to, or beyond, the stall point.

Symmetrical collapses reinflate without pilot input, however 15 to 20cm of brake applied symmetrically will speed the process.

If the wing collapses in accelerated flight, immediately release the accelerator and actively recover using the brakes.

Cravats

If the tip of your wing gets stuck in the lines, this is called a 'cravat'. This can make your glider go into a spiral, which is difficult to control. The first solution to get out of this situation is to stabilise the glider into normal flight, i.e get control of your direction and then pull down the stabilo line until the wing tip frees itself. You must be careful with any brake inputs or you may stall the opposite wing.

If this does not work, a full stall (symmetrical or asymmetrical) is the only other option. This should not be done unless you have been taught how to do it and can only be done with a large amount of altitude. Remember if the rotation is accelerating and you are unable to control it, you should use your reserve whilst you still have enough altitude.

IMPORTANT: A bad preparation on launch, aerobatic flying, flying a wing of too high a level or in conditions too strong for your ability, are the main causes of cravats.

Deep Stall / Parachutal stall

It is possible for gliders to enter a state of parachutal stall. This can be caused by several situations including; a very slow release from a B-line stall; flying the glider when wet; or after a front/symmetric deflation. The glider often looks as though it has recovered properly but carries on descending vertically without full forward motion. This situation is called 'deep stall' or 'parachutal stall'.

It is unlikely to happen on any Ozone glider, but should it happen, your first reaction should be to fully raise both brakes, adn return trimmers to the white line if set on slow. This normally allows the glider to return to normal flight. If nothing happens after a few seconds, reach up and push the A-risers forwards or apply the speed bar to regain normal flight.

Ensure the glider has returned to normal flight (check your airspeed) before you use the brakes again.

IMPORTANT: Only a few cms of input from your brakes can maintain your wing in the stall. Always release your wraps if you have taken them!

IMPORTANT: Never fly in rain or with a wet wing, this will significantly increase the likelihood of parachutal stall. If

you are accidently caught-out in a rain shower, land immediately. DO NOT use big ears as a descent technique; big ears with a wet wing will further increase the chances of a parachutal stall occurring. Instead, lose height with gentle 360's and make sure to consider your air speed during final approach, use a small amount of speed bar if necessary.

CARING FOR YOUR WING

Packing

To prolong the life of your wing and to keep the plastic reinforcements in the best possible condition it is very important to pack the wing carefully.

Ozone strongly recommends to use the concertina packing method exactly as shown so that all of the cells rest alongside each other and the plastic reinforcements are not unnecessarily bent. Using the Ozone Saucisse pack will help preserve the life of the wing and aid with the speed and ease of packing.

Step 1. Lay mushroomed wing on the ground. It is best to start from the mushroomed position as this reduces the dragging of the leading edge across the ground.



Step 2. Group LE reinforcements with the A tabs aligned, make sure the plastic reinforcements lay side by side.





Step 3. Lay wing on its side and Strap LE…Note the glider is NOT folded in half; it is folded with a complete concertina from tip to tip. It is really important to not stress the middle cell or bend the plastic too tightly.



Step 4. Group together the centre of the wing.



Step 5. Carefully zip up the saucisse pack without trapping any material or lines.



Step 6. Make the first fold after the LE reinforcements. Do not fold the plastic reinforcements, use 3 folds around the LE.



IMPORTANT: Do NOT lay the wing flat on the ground before packing the glider, this will cause abrasion damage to the top surface as you pull the glider towards the middle. ALWAYS pack from a mushroom or lift the wing off the ground when gathering the wing and grouping the leading edge.



Important: Do not fold the glider in the centre, you will bend the plastics, instead pack the wing with a full concertina method from tip to tip before packing into the stuff sac.



Caring Tips

Careless ground handling damages many paragliders. Here are some things to avoid in order to prolong the life of your aircraft:

- DO NOT drag your wing along the ground to another take-off position - this damages the sailcloth. Lift it up and carry it.
- DO NOT try to open your wing in strong winds without untangling the lines first - this puts unnecessary strain on the lines.
- DO NOT walk on the wing or lines.
- DO NOT repeatedly inflate the glider and then allow it to crash back down. Try to keep this movement as smooth as possible by moving towards the glider as it comes down.
- DO NOT slam your glider down on the ground leading edge first! This impact puts great strain on the wing and stitching and can even explode cells.
- FLYING in salty air, in areas with abrasive surfaces (sand, rocks etc.) and ground handling in strong winds will accelerate the aging process.
- If you fly with a wrap, you should regularly undo the twisting that appears on the main brake lines. By twisting the line become shorter and you can end up with a constant tension on the trailing edge (which can lead to problem on launch, stalling, glider not flying symmetrically, ...)
- Change your main brake lines if they are damaged.

It is recommended that you regularly CHECK your wing, especially after a heavy period of use, after an incident or after a long period of storage.

Storage

Always store all your flying equipment in a dry room, protected from direct heat.

Your wing should be dry before being packed away. Moisture, heat and humidity are the worst elements for damaging your glider. (Storing a damp glider in your car under the sun would be terrible for example). Dry your wing preferably out of the sun, in the wind. Never use a hair dryer, etc.

If you land in the salt water, you must clean it with fresh water first and then dry it.

Take care that no insects get packed away with the wing. They may eat the cloth and make holes in a bid to escape. They can also leave acidic deposits if they die and decompose.

IMPORTANT: Never pack away or store your glider wet.

Cleaning

Any kind of wiping/scratching can damage the coating of the cloth. We recommend for cleaning to use a soft cloth dampened only with water and to use gentle movements little by little across the surface.

IMPORTANT: Never use detergent or chemical cleaners.

Wing Repairs

Amateur repairs often do more harm than good. Always let a registered dealer or the manufacturer carry out major glider repairs.

If you damage the sail:

If the rip is small, you can fix it yourself. You'll find all the materials in the repair kit you need.

The fabric can be simply mended with the sticky rip stop/spinnaker tape. When cutting out the patch remember to allow ample overlap around the tear and round the corners of the patch.

You can find more information about repairing your wing on the Ozone website, including step by step instructions with pictures.

If you damage a line:

Any line that is damaged should be replaced. It is important that the replacement line is from the same material, has got the same strength and the same length. You can check its length against its counterpart on the other side of the wing, to make sure that it is symmetrical. Once the line has been replaced, inflate and check the

glider before flying. If you do not have access to an Ozone dealer you can order individual lines at www.flyozone.com

MAINTENANCE CHECKS

Your wing, like a car, should be technically checked to ensure proper airworthiness.

Your wing should be checked by a qualified professional for the first time after 24 months, or after 100 hours. However, if you are a frequent flyer (more than 80 hrs per year), then we recommend, that you get your glider checked annually.

The checker should inform you about the condition of your glider and if some parts will need to be checked or changed before the next normal service check period.

The sail and the lines do not age in the same way or at the same rate; it is possible that you may have to change part or all of the lines during the wing's life. For this reason it is important to do regular inspections so that you know the exact condition of all of the components of your glider. We recommend that inspections are carried out by a qualified professional.

You alone are responsible for your flying kit and your safety depends on it. Take care of your equipment and have it regularly inspected. Changes in inflation/groundhandling/flying behaviour indicates the gliders aging, if you notice any changes you should have the wing checked before flying again.

These are the basic elements of the check up (full details and permissible figures can be found on our website):

Porosity is measured with a porosity meter, the time taken by a certain volume of air to go through a certain surface of the cloth. The time in seconds is the result. A measurement is done in a several places on the top surface along the span of the glider behind the leading edge.

The tearing resistance of the cloth - A non-destructive test following the TS-108 standard which specifies minimum tear strength for sky diving canopies should be made using a Bettsometer. (B.M.A.A. Approved Patent No. GB 2270768 Clive Betts Sails)

Strength of the lines - An upper, middle and lower A line, along with a lower B and a lower C (and lower D if applicable) line should be tested for strength. Each line is tested to breaking point and the value recorded. The minimum value is 8 G for all lower A+B lines and 6 G for all lower remaining lines, calculated from the maximum certified flying weight of the glider. The added minimum strength for the middle lines and for the top lines should be the same.

If the breaking strength is too close to the minimum value calculated, the professional should give a period after which you will have to test the strength of the lines again.

Lengths of the lines - The overall length (riser lines + mid lines + upper lines) has to be checked under 5Kgs of tension. The difference between the measured length and the original length should not exceed +/- 10mm.

The changes that could appear are a slight shrink on the C or Ds and/or a slight stretch on the A, B. The consequences of these changes can include a slower trim speed, difficult inflation etc.

Full check - A full visual check should be carried out: All the components of the wing (stitching, ribs, diagonals, lines, tabs, ...) should be checked for signs of detoriation.

Finally, a flight test that confirms that the wing behaves normally should be carried out by the professional.

IMPORTANT: Take care of your glider and make sure you have it checked according to the above schedule: This will ensure you hours of safe flying.

MODIFICATIONS

Your Ozone Octane2 was designed and trimmed to give the optimum balance of performance, handling and safety. Any modification means the glider loses its certification and will also probably be more difficult to fly. For these reasons, we strongly recommend that you do not modify your glider in any way.

TOWING

The Octane2 may be tow-launched. It is the pilot's responsibility to use suitable harness attachments and release mechanisms and to ensure that they are correctly trained on the equipment and system employed. All tow pilots should be qualified to tow, use a qualified tow operator with proper, certified equipment, and make sure all towing regulations are observed.

When towing you must be certain that the paraglider is completely over your head before you start. In each case the maximum tow force needs to correspond to the body weight of the pilot.

QUALITY

At Ozone we take the quality of our products very seriously, all our gliders are made to the highest standards in our own manufacturing facility. Every glider manufactured goes through a stringent series of quality control procedures and all the components used to build your glider are traceable. We always welcome customer feedback and are committed to customer service. We will always undertake to fix problems not caused by general wear and tear or inappropriate use. If you have a problem with your glider please contact your dealer/distributor who will be able to decide upon the most appropriate action. If you are unable to contact your dealer then you can contact us directly at info@flyozone.com.

SUMMARY

Safety is paramount in our sport. To be safe, we must be well trained, practised and always alert to the dangers around us. To achieve this we must fly as regularly as we can, ground handle as much as possible and take a continuous interest in the weather. If you are lacking in any area, you will be exposing yourself to more risk than is necessary.

A specific standard of certification for aerobatic flying has not been set up yet. Ozone wings although designed to the highest specifications are, therefore, not certified for this type of flying. Aerobatic manoeuvres are very difficult and when incorrectly performed can put abnormal stresses on the glider and lead to loss of pilot control,

Ozone strongly recommends you do not undertake this style of flying.

If you must, only do so above water with the necessary safety measures in place such as a rescue boat and buoyancy aid. Only ever practice aerobatics with plenty of altitude.

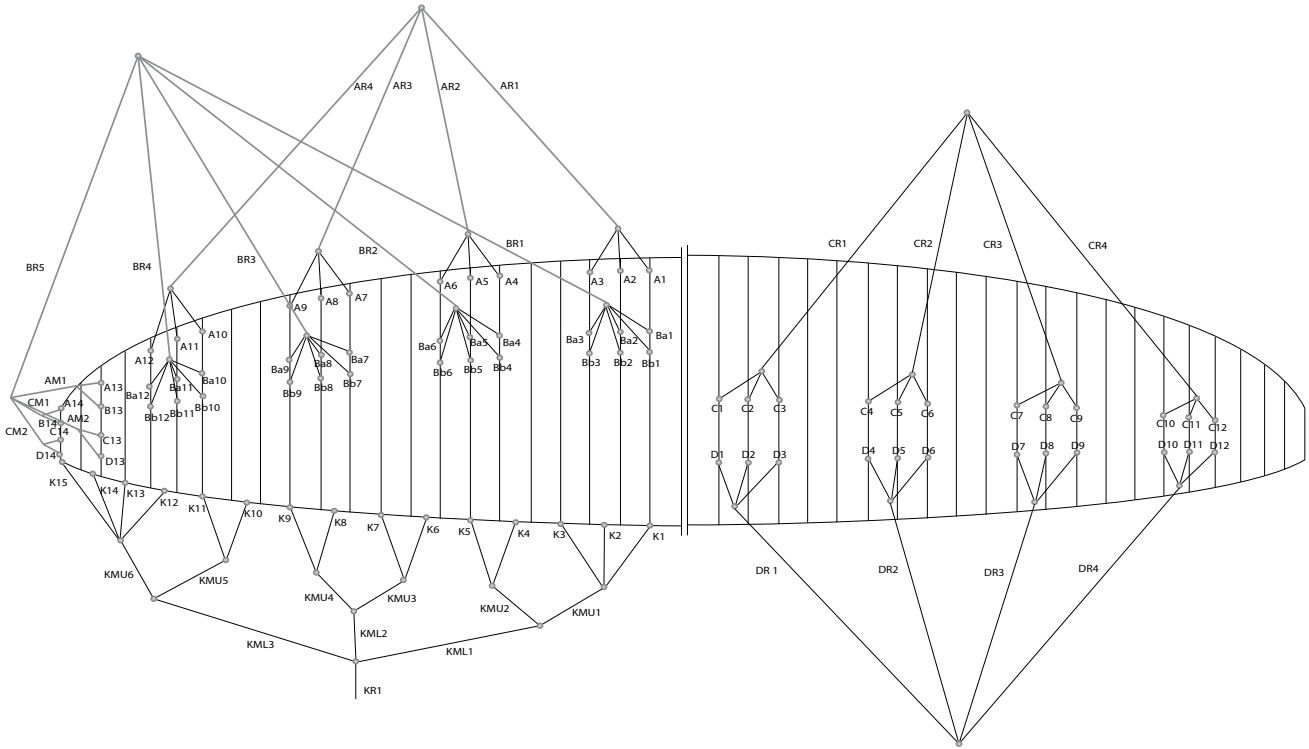
Be progressive with your learning curve, master the basics completely before moving on to more complex manoeuvres.

Never become complacent.

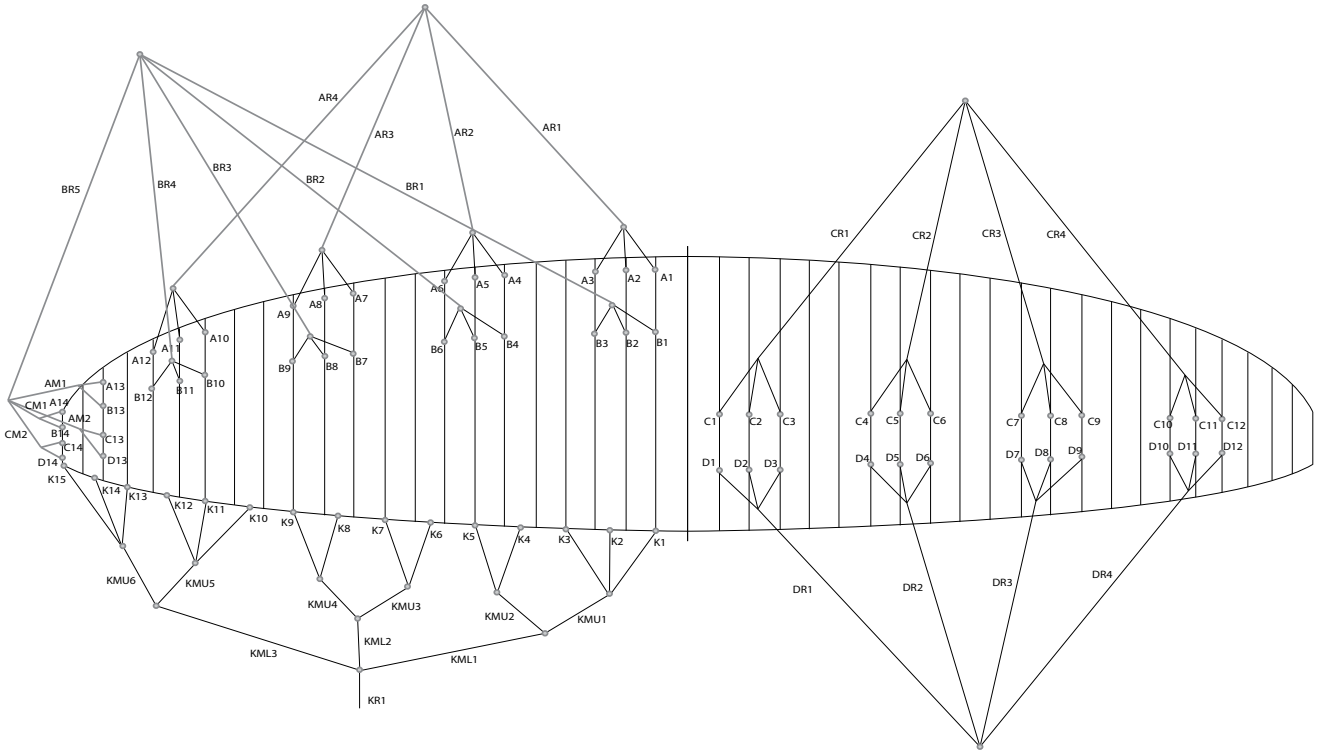
Finally, RESPECT the weather, it has more power than you can imagine. Understand what conditions are right for your level and stay within that window.

Happy flying & enjoy your Octane2.
Team Ozone

LINE DIAGRAM OCTANE 2 22 & 25



LINE DIAGRAM OCTANE 2 20



RISER DIAGRAM / LENGTHS (mm)



Non Accelerated	
A	500
B	500
C	500
D	500
Accelerated	
A	370
B	413
C	456
D	500

TECHNICAL SPECIFICATIONS

	20	22	25
No. of Cells	44	44	44
Projected Area (m2)	17.1	18.4	20.7
Flat Area (m2)	20	21.6	24.2
Projected Span (m)	8	8.3	8.8
Flat Span (m)	10.2	10.6	11.2
Projected Aspect Ratio	3.8	3.8	3.8
Flat Aspect Ratio	5.2	5.2	5.2
Root Chord	2.45	2.54	2.69
Glider Weight	5.0*	5.3	5.7
Recommended/Certified Weight Range	55-105	55-90	65-105
Certification (EN/LTF)	N/A	C	C

* To be confirmed

MATERIALS

Top Surface Cloth	Dominico 30D MF
Bottom Surface Cloth	Dominico 30D MF
Rib cloth	Dominico 30D FM
Upper lines	Liros DSL70
Lower Lines	Edelrid 7343-190/230

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