

OZONE

LiteSpeed3

Pilot Manual - EN

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THANK YOU

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, 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 or 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 which 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 a new wing, so to keep costs low and quality high we manufacture all of our products in our own production facility. During production our wings undergo numerous rigorous quality control checks that are fully traceable, this way we can guarantee that all of our paragliders meet the same high standards.

It is essential that you read this manual before flying your wing for the first time. The manual will help you get the most out of your new wing, it details information about the design, tips and advice on how best to use it and how to care for your wing to ensure it has a long life and retains a high resale value. For the latest updates, including all technical datas please refer to the online version found on the product's page on at www.flyozone.com.

If you need any further information about any of our products please check flyozone.com or contact your local dealer, school or any of us here at Ozone.

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.
- NEVER fly your glider in rain, snow, strong wind, 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

YOUR LITESPEED 3

The new Litespeed 3 combines light weight, dynamic handling, and an efficient design into an agile wing with low pack-volume. It has made us fall in love with mini-wings all over again!

The Litespeed 3 excels in a wide range of conditions, from calm-wind proximity flying to big-mountain hike-and-fly and high-wind soaring. Like the Zero 3, it is nimble in the air and fun to fly, with glide performance that makes it comfortable at a broad range of sites.

Whether you're setting up for a technical alpine launch, a windy dune, or a nil-wind descent, the Litespeed's easy inflation and intuitive ground-handling characteristics keep things simple, and make for graceful transitions into flight.

The 15m to 19m size range allows you to choose the character and performance you desire based on your personal wing-loading**. Paraglider pilots of beginner-intermediate skill and higher will enjoy Litespeed 3's dynamic handling and stability, while experienced Mini-Wing and Speed wing pilots will discover an amazing new platform for even complex manoeuvres.

Made with a combination of the well-proven Porcher Skytex 27gr and Dominco N20D sail cloths, the durability of this wing is exceptional for such a light-weight glider. It is equipped with trimmers and a speed system that can be used individually or together, and is also available with (optional) ultralight risers and brake toggles. Like our competition-dominating performance paragliders, the Litespeed 3's design is solid and usable, delivering "True Performance" in accelerated flight.

Brake Lines

The brake line lengths have been set carefully during testing. We feel it is better to have slightly long brake lines and to fly with a wrap (one turn of line around the hand). However, if you do choose to adjust their length please keep in mind the following:

- Ensure both main brake lines are of equal length.
- If a brake handle has been removed, check that its line is routed through the pulley when it is replaced.
- When the brakes are fully 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 when accelerated.
- There must be a minimum of 10cm of free play before the brakes begin to deform the trailing edge. This prevents the trailing edge from being deformed when using the speed system.

Risers

The Litespeed 3 has been designed with 4 risers per side. The A riser is covered with coloured webbing, to allow for easy identification.

Trimmers & Accelerator System

Your Litespeed 3 is equipped with trimmers and an accelerator system. They should be used independently, and are essentially meant for different scenarios.

- Use the trimmers in calm conditions when you want more speed and a higher sink rate.
- Use the accelerator system (speed bar) when you need a momentary or temporary acceleration, or in more active / thermal conditions.
- Do not use the trimmers and speed bar at the same time. If you have any questions or are unsure about these points, seek guidance and instruction from your local instructor with mini-wing experience.

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.

WARNING

Never fly with your trimmers released in turbulent conditions.

IMPORTANT

Do not use the trimmers and the speed bar at the same time.

LIMITATIONS

Pilot Suitability

The Litespeed 3 has been designed as a solo mini wing for all levels of pilot, however it is not suitable for training, tandem flights or aerobatic manoeuvres.

Certification

In addition to our own extensive testing, this wing has been load tested to the EN 926.1 standard. It has however, not undergone any independent flight certification.

Choosing Your Wing Size

The most suitable size wing for you depends on your experience and how you intend to use it. Beginner pilots should aim for the middle of the recommended weight range of the larger sizes and avoid flying the smaller sizes heavily loaded. Experienced pilots should choose the size/loading that most suits their style and normal flying sites.

Wing Loading and Flight Characteristics

Wing loading has a significant effect on the flight characteristics and behaviour of the wing. Heavily loaded, the Litespeed 3 is more responsive to pilot inputs, has a higher sink rate, higher top speed and reacts more dynamically in turns with a greater loss of height. Recovery from collapses tend to be more impulsive, with higher pitch angles when flown heavy. High loading also makes the wing more likely to remain neutral in a spiral dive. Flying at the maximum recommended load is only suitable for more experienced pilots who have the necessary skills to control a more dynamic wing. High g rapid descent manoeuvres should be avoided when flying near the maximum recommended weight.

Never fly above Ozone's recommended weight range.

PREPARATION

Accelerator System

To set up the accelerator system, first route the lines supplied with the speed system through the harness. Make sure this is done correctly and that the lines pass through all of the pulleys (check your harness manual for instructions). Attach the speed system lines to the accelerator system on the risers with the Brummel hooks.

A basic set-up can be performed on the ground: ask a friend to pull the risers tight into their in-flight position whilst you sit in the harness on the ground. Now adjust the lengths of the lines so that the main bar sits just beneath your seat. You should be able to hook your heel in to the lower loop of the accelerator.

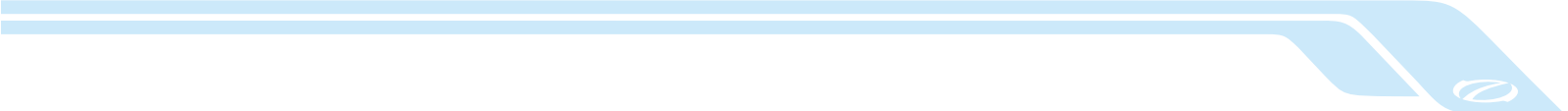
There must be enough slack in the speed bar to ensure the front risers are not pulled down in normal trim speed flight, but not so long that it is impossible to use the full speed range of the glider. Fully extending the lower loop will accelerate the wing to approximately half its accelerated speed range. For full speed, hook your heels on to the upper bar and smoothly extend your legs, maximum speed is when the pulleys on the risers touch. Once set up, test the full range of the accelerator in calm flying conditions and ensure that both risers are pulled evenly during operation. Fine-tuning can be completed when you are back on the ground.

Harness

It is important to set up your harness correctly before flying the wing. Make sure to spend time adjusting your harness's different settings until you are completely comfortable.

Wing

To prepare the wing, lay it out on the top surface and perform a thorough daily check. You should inspect the top and bottom surfaces for any rips and tears or any other obvious signs of damage. 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 (uppers), 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 and then inspect the lines for any visual damage. Then inspect the risers for any signs of obvious damage. If you have any doubts please get advice from experienced pilots or your local dealer or instructor.



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. The Litespeed 3 shows no unusual flying characteristics, consequently it is suitable for a very wide range of pilot. Turns are smooth and coordinated, whilst on glide it remains solid and well pressured throughout the accelerated speed range as it has a very high resistance to both collapses and stalls. However it is a small wing and it can be dynamic so fly it with due respect, with high safety margins and always be progressive.

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. Carabiners and maillons tight
5. Accelerator system connected
6. Holding the A risers and your brake handles correctly
7. Leading edge open
8. Aligned in the middle of the wing and directly into wind
9. Airspace and visibility clear

BASIC FLIGHT TECHNIQUES

Launching

Your Litespeed 3 will launch with either the forward or reverse technique. The wing should be laid out in a pronounced arc, with the centre of the wing higher than the tips. It is recommended to release the trimmers approximately 2cm to aid the inflation behaviour.

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 Litespeed 3 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 Litespeed 3 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 your body weight and 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.

Practice ground handling as much as possible! Not only is it great fun, but it will give you a much better feel for your wing's flight characteristics. It will also improve your overall enjoyment of flying by giving you the feeling of control and making your launches easier and less stressful.

Speed to Fly

Flying at trim speed (hands-up, trimmers in slow position), the Litespeed 3 will achieve its 'best glide' speed for still 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

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.

IMPORTANT

Using the accelerator or the trimmers decreases the angle of attack and makes the wing more prone to collapse, therefore using the accelerator or releasing the trimmers near to the ground or in turbulent conditions should be avoided.

Never apply the brakes whilst using the speed system - it makes the wing more prone to collapse.

It is recommended to pilot the wing with the rear risers during accelerated flight.

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. You will reach the next thermal faster and higher. At full speed the Litespeed 3 is stable; however we recommend that you do not fly at full speed close to the ground or in turbulent air.

By applying the brakes approximately 30cm, the Litespeed 3 will achieve its minimum-sink rate; this is the speed for best climb and is the speed to use for thermalling and ridge soaring.

Turning

To familiarize yourself with the Litespeed 3 your first turns should be gradual and progressive. To make efficient and coordinated turns with the Litespeed 3 first look in the direction you want to go, then lean into it. Your first input for directional change should be weight-shift, followed by the smooth application of the brake until the desired bank angle is achieved. To regulate the speed and radius of the turn, coordinate your weight shift and use the outer brake.

Active Flying

To minimize the likelihood of suffering collapses in turbulent conditions, it is essential to use active flying. These are skills that are best learnt by playing with the glider on the ground. Flying with a small amount of brake applied (approx. 20cm) will allow you to feel the feedback from the wing. In turbulent conditions the internal pressure of the wing is constantly changing and only by using a small amount of brake will you feel these changes. The aim of active flying is to maintain a constant pressure through the brakes, If you feel a reduction or loss of pressure apply the brakes until you feel normal pressure again. Once you have normal pressure, raise the hands quickly back to the original position. Avoid flying with continuous amounts of deep brake in rough air as you could inadvertently stall the wing. Always consider your airspace.

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.

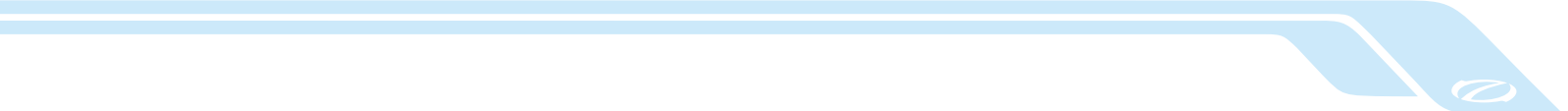
No pilot and no glider are immune to collapses however active flying will virtually eliminate any tendency to collapse. When the conditions are turbulent, be more active and anticipate the movements of your

IMPORTANT

Never initiate a turn at minimum speed (i.e. with full brakes on) as you could risk entering a spin.

IMPORTANT

Always keep hold of your brakes. Do not fly in turbulent conditions



wing. Always be aware of your altitude and do not over-react. We strongly advise you to always keep hold of your brakes. Do not fly in turbulent conditions.

Landing

The Litespeed 3 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!

ADVANCED FLIGHT TECHNIQUES

Ozone would like to remind you that the following manoeuvres should be learnt under the supervision of a qualified instructor and always used with caution. It is not normally necessary to perform rapid descent techniques such as Big Ears or Spirals. Never forget that properly analysing the conditions before launch will help avoid the need to use these techniques.

Big Ears

Folding in the wing tips increases the sink rate without radically changing the airspeed. This is useful for staying out of cloud or descending quickly through the lift band of the hill, for example when top landing.

To pull big ears, keep hold of your brake handles and take the outermost A-line on each side, then pull out and down (preferably one at a time) until the wing tips fold under. The Outer A line is attached to the Baby A riser, making identification and use of the big ear system easier. The size of the big ears can be adjusted by pulling more line, or reaching higher up the line. For directional control while using the Big Ears, you should use weight shift. To reopen the 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 accidentally induce parachutal or full stalls.

You may use Big ears for the final landing approach but they should be released before making the final flare. Ozone advise to not use this technique in turbulent or windy conditions due to the reduced ability to fly actively and the risk of an inadvertent stall whilst descending through the wind gradient.

Once the big ears are engaged you can further increase the sink rate by pushing on the accelerator bar, however NEVER try to pull the Big Ears in if the accelerator is already pushed. The lower angle of attack and the act of deflating the tips can lead to a major deflation. Always make the Big Ears first and then apply the speed bar.

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 perform Spiral Dives with Big Ears engaged.

NEVER induce Big Ears in accelerated flight, this can lead to a major deflation. Always pull the Big Ears first and then apply the speed bar.

DO NOT perform spiral dives with Big Ears engaged.

B-Line Stall

Do not attempt B line stalls with Litespeed 3. If you need to lose altitude use big ears or a spiral dive instead.

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, first ensure the trimmers are in the pulled down, slow position. Then look and lean in to the direction you want to go and smoothly pull down on the inside brake. The Litespeed 3 will first turn almost 360 degrees before it drops into the spiral depending on your input. Once in the spiral you should re-centre your weight shift and apply a little outside brake to keep the outer wing tip pressured and inflated.

Safe descent rates of more than 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. Always pay particular attention to your altitude. To exit the spiral dive, ensure your weight shift is in a centred position and then smoothly release the inside brake. As the Litespeed 3 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.

The Litespeed 3 shows little tendency to remain neutral or unstable in a spiral dive; however some parameters could affect its behaviour. These might include: chest strap setting too narrow, heavy loading, or being in a very deep spiral at a very high sink rate >14m/s. You should always be prepared to pilot the wing out of a spiral dive. To do so, smoothly use opposite weight shift and apply enough outside brake to stop the wing from spiralling, if the wing continues to spiral, use more outside brake until the glider starts to decelerate and 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

Only ever initiate spiral dives with the trimmers set in the slow position. Spirals with open trimmers increases the likelihood of neutrality or instability.

IMPORTANT

Always be prepared to pilot the wing out of a spiral dive. Use opposite weight shift and apply enough outside brake to stop the wing from spiralling.

INCIDENTS IN FLIGHT

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. Asymmetric collapses should be controlled by weight shifting away from the collapse and applying enough brake to control your direction. This action alone will be enough for a full recovery of the wing most of the time.

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 have a deflation which does not spontaneously reinflate, make a long smooth progressive pump on the deflated side. This pumping action should take about 1-2 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. After a symmetric collapse always consider your airspeed. Make sure the glider is not in parachutal stall before making any further inputs.

If your Litespeed 3 collapses in accelerated flight, immediately release the accelerator, return the trimmers to the slow position and manage the collapse using the same methods described above.

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

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 (CR4 - outside line on the C riser) until the wing tip clears. You must be careful with any brake inputs or you may stall the opposite wing. You can also use strong deep pumps of the brake on the cravated side, when doing so it is important to lean away from the cravat otherwise you risk spinning or deepening the spiral. The aim is to empty the air out of the wing tip, but without spinning. Correctly done, this action will clear the cravat.

If it is a very large cravat and the above options have not worked then a full stall is another option. This should not be attempted 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 throw your reserve parachute whilst you still have enough altitude.

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 do so your first reaction should be to fully raise both hands. This normally allows the glider to return to normal flight but if nothing happens after a few seconds, reach up and push the A-risers forwards or apply the speed bar to encourage the wing to regain normal flight. Ensure the glider has returned to normal flight (check your airspeed) before you use the brakes again.

Do not fly in rain, doing so significantly increases the likelihood of parachutal stalls occurring. To reduce the chance of stalling in rain avoid using deep brake movements or Big Ears. Find a safe area to land and using the speed bar, maintain a good airspeed at all times.

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.

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 the rain or with a wet glider

CARE AND MAINTENANCE

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 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 an Ozone Concertino 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 middle/trailing edge of the wing by sorting the folds near the B, C and D tabs.

If using a Saucisse pack go to Step 8.



Step 5. Once the LE and rear of the wing have been sorted, turn the whole wing on its side.



Step 6. Fold the wing with 3 or 4 folds whilst being careful to not crush the LE.



Step 7. Now place the folded wing into the stuff sack.



Step 8. If using the Concertino Pack, carefully zip it up without trapping any material.



Step 9. Turn the Concertino on its side and make the first fold just after the LE reinforcements. Do not fold the plastic reinforcements, use 3 or 4 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.
- DO NOT fly in the rain or expose the wing to moisture.
- DO NOT expose the wing to unnecessary UV or heat, both of which are detrimental to the cloth. Pack away once you have finished flying. Do not leave it sitting in the sun.
- 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.
- Be Careful when ground handling to not saw the brake lines against the risers or main lines. The abrasion caused by a sawing motion can damage the main lines and lead to premature ageing of the risers. If you notice any signs of abrasion, especially to the lines, make sure you get the wing professionally serviced and importantly modify your groundhandling technique to stop any further damage.
- Your Ozone wing has an opening closed using Velcro on the trailing edge of the tip called the 'Butt hole'. This has been designed to easily empty all the things which have been accumulating in your wing (sand, leaves, rocks, mobile phones etc).

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 and Transport

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.

If you land in salt water, you must first rinse it thoroughly with clean fresh water. Dry the wing completely, preferably out of the sun, in the wind. Never use a hair dryer, etc.

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.

Transport the wing in the supplied bags and keep away from oils, paints, chemicals, detergents etc.

Cleaning

Any kind of wiping/scratching can damage the coating of the cloth. We recommend to not clean the wing, but if you do have to, use a soft cloth dampened with a small amount of water and use gentle movements little by little across the surface.

Wing Repairs

Always let a registered dealer, professional repair centre or the manufacturer carry out any major or complex repairs, especially those near seam margins.

If you damage the sail:

If the rip is small and in the middle of a panel however 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 patches allow ample overlap of the tear and make sure both sides are different sizes. Make sure to round off each corner of the patches.

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

IMPORTANT

Never pack away or store your glider wet.

IMPORTANT

Never use detergent or chemical cleaners.

If you damage a line:

Any line that is visually damaged **MUST** be replaced. Use a reputable paragliding service centre to make the replacement lines. Alternatively you can order them from your local Ozone dealer.

It is important that replacement lines are made from the correct materials and diameters. You should check lengths against their counterpart on the other side of the wing to make ensure symmetry. Once the line has been replaced, inflate and check the glider before flying.

Maintenance Checks

Your wing, like a car, should be technically checked to ensure proper airworthiness. Your wing should be serviced by a qualified professional for the first time after 24 months, or after 100 hours. However, if you are a frequent flyer (more than 100 hrs per year), then we recommend you have the wing serviced 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 dimensions of the lines tend to move during the first part of their life, it is therefore recommended to have a performance trim check within the first 50hrs of use. To ensure the correct trim, the lines should be measured and adjusted to the published values as necessary.

During the life of the wing the sail cloth 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/ground handling/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:

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. Measurements should be taken in several places on the top and lower surfaces close to the leading edge.

IMPORTANT
Take care of your glider and make sure you have it checked and serviced according to the schedule.



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 line should be tested for strength.

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.

Compliance of the test sample's suspension lines, brake lines and risers were checked by the testing laboratory after the test flights were completed.

Risers - Visual inspection for signs of wear or abrasion. Differences to manual lengths should not exceed +/-5mm.

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

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

Modifications

Your Ozone Litespeed 3 has been carefully designed and trimmed to give the optimum balance of performance, handling and safety. Modification will result in a wing that is more dangerous and more difficult to fly. We strongly recommend that you do not modify your wing in any way.

OZONE QUALITY GUARANTEE

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. Ozone guarantees all of its products against manufacturer's defects or faults. Ozone will repair or replace any defective product free of charge. Ozone and its distributors provide the highest quality service and repair, any damage to products due to wear and tear will be repaired at a reasonable charge. 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 trained, practised and 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 of these areas you will be exposing yourself to more danger than is necessary.

Every year many pilots get hurt launching; don't be one of them. Launching is the time that you are most exposed to danger so practice it lots. Some launch sites are small and difficult and conditions aren't always perfect. If you're good at ground handling you'll be able to confidently and safely launch whilst others struggle...practice as much as you can. You'll be less likely to get hurt and more likely to have a great day's flying.

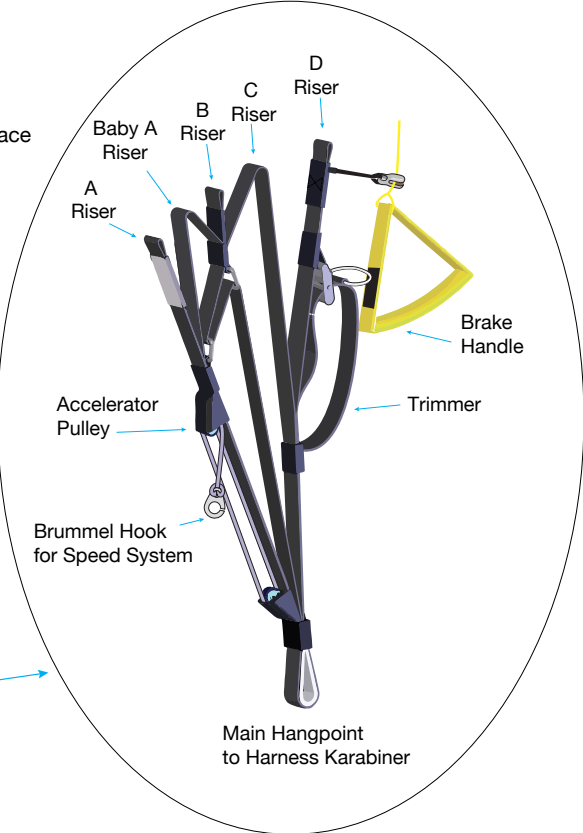
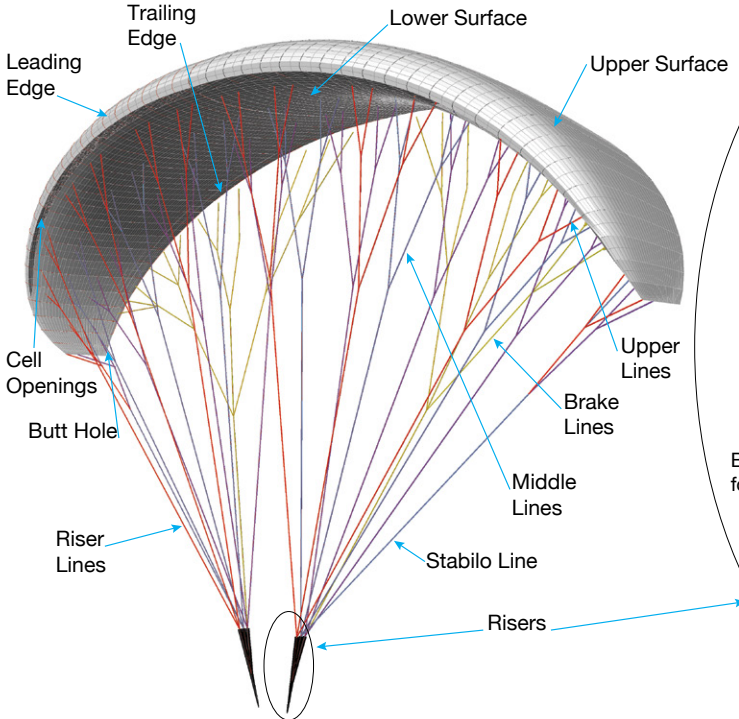
Respect the environment and look after your flying sites.

If you need to dispose the wing, do so in an environmentally responsible manner. Do not dispose of it with the normal household waste.

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

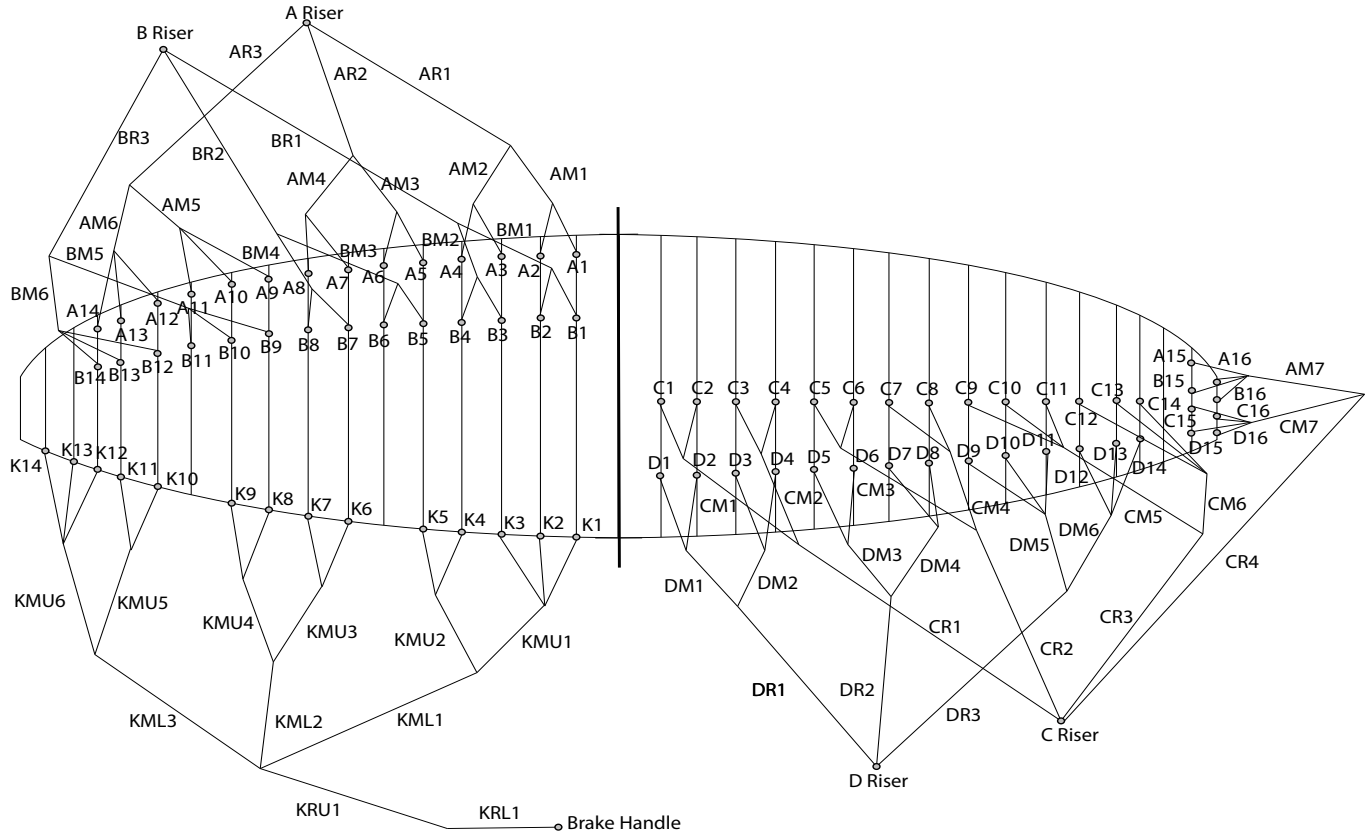
Happy flying & enjoy your Litespeed 3.
Team Ozone

TECHNICAL DRAWINGS



LINE DIAGRAM

Individual and linked line lengths can be found online.



MATERIALS

All Ozone gliders are made from the highest quality materials available.

Cloth

Upper Surface

Dominico N20D and N10D

Lower Surface

Dominico N10D

Internal Ribs

Porcher 9017 E29

Leading Edge Reinforcement

Plastic pipe

Main Line Set

Riser Lines

Edelrid 8000U

Middle Lines

Edelrid 8000U

Upper Lines

Edelrid 8000U

Brake Lines

Main brake Lines

Liros - 10-200-040

Middle brake lines

Edelrid 8000U

Upper brake lines

Edelrid 8000U

Risers and hardware

Shackles

Maillon Rapide

Riser webbing

20mm zero stretch polyester webbing

Pulleys

Austri Alpin

TECHNICAL SPECIFICATIONS

	13	15	17	19
No. of Cells	34	34	34	34
Projected Area (m2)	11.4	13.2	14.9	16.7
Flat Area (m2)	13	15	17	19
Projected Span (m)	6.28	6.75	7.18	7.6
Flat Span (m)	7.69	8.26	8.79	9.31
Projected Aspect Ratio	3.4	3.4	3.4	3.4
Flat Aspect Ratio	4.5	4.5	4.5	4.5
Root Chord (m)	2.1	2.26	2.4	2.54
Glider weight (Kg)	1.7	1.9	2.1	2.3

RECOMMENDED WEIGHT RANGES

Total flying weight including all equipment and clothing:

	13	15	17	19
Intermediate	No	<70	<80	<95
Advanced	60-90kg	65-95kg	75-100kg	95-110kg

INSPIRED BY NATURE, *DRIVEN* BY THE ELEMENTS

FLYOZONE.COM

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