



QUEST

Pilots Manual





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THANK YOU

Thank you for choosing Ozone.

As a team of free flying enthusiasts, competitors and adventurers, Ozone's mission is to produce paragliding equipment of the highest quality using cutting edge designs and the best technical materials available. 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. We know that quality and value for money are essential considerations when choosing equipment, so to keep costs low and quality high we build all our wings and harnesses in our own production facility. During production all Ozone products undergo numerous rigorous quality control checks. This way we can guarantee that our equipment meets the same high standards that we expect ourselves.

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

It is essential that you read this manual before using your harness for the first time.

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 harness is undertaken with the full knowledge that paragliding involves such risks.
- As the owner of an Ozone harness 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 outside of certified configurations 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.
- Respect the environment and look after your flying sites.
- If you need to dispose the harness, do so in an environmentally responsible manner.
- Do not dispose of it with the normal household waste.

Remember, PLEASURE is the reason for our sport!

YOUR QUEST

The Quest is designed for progressing pilots and anyone seeking a versatile open leg harness. Its aerodynamic design offers a highly comfortable semi-reclined position that is ideal for all types of flying.

FEATURES

- Easy entry after launch
- Excellent comfort in an aerodynamic design
- Bomb-bay door style reserve compartment
- Colour coded harness straps for safety and ease
- Fully adjustable inclination
- Chest strap protector
- Ample storage options
- Water container pocket
- Speed bar retainer

The Quest features a removable chest strap padding for comfort during take off and ground handling. With 17cm of foam-bag protection, a 6 cm thick comfort layer in the back, and 31 G impact rating, the Quest provides comfort and passive safety in a compact and sleek design. Every harness comes with Edelrid carabiners and integrated reserve bridles included.

The Quest is very comfortable for pilots who fly in the semi-reclined to fully laid-back position. The geometry is designed to filter out turbulence and reduce the risk of “falling” towards the deflated side in the event of an incident. Nevertheless, the Quest is reactive to pilot input and, once placed at the desired angle in the turn, provides solid lateral support for precise and effortless thermalling. The precision and ease of turning also make it an ideal partner for discovering the dynamic side of flying — wingovers and other freestyle manoeuvres are intuitive and easy to learn with this harness.

Unlike many open harnesses, the Quest was designed with accelerated flight very much in mind. The accelerator is kept in place by a convenient system and sits ready for use at any moment (we recommend using the standard OZONE accelerator with this harness). Once the speed bar is applied, the chassis flattens out in a more aerodynamic position, in which it is also easier to pilot the wing “modern style” with rear risers and embark on long transitions for XC flying.



PREPARATION

PROTECTION

The Quest comes as standard with an under seat 17cm LTF/CE certified foam protector and a full length back comfort foam. The under seat protector is designed to absorb heavy impacts by dissipating the air through the seams progressively and smoothly.

Allow the airbag time to fully inflate after unrolling for the first time, this can take up to 12hrs so best left overnight before installation.



To install the under seat protection, open the lower zipped compartment found within the rear pocket. The protector is clearly marked 'up' and 'front' so that you can orientate it properly. Close the zipped compartment once the protector is in place.



IMPORTANT: No protector can guarantee complete protection. It does not replace your legs as the most effective way to absorb the energy of a hard landing. Always be prepared to use a PLF and do not rely on the mouse bag protection alone.



The rear comfort foam should be inserted into the upper zipped compartment within the rear pocket located behind the hydration system sleeve. The thinner end should be orientated towards the top, ensure that it is inserted behind the flap within the inner pocket.

SEAT PLATE

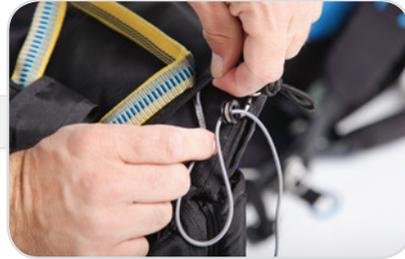
Insert the seat plate with the straightest edge facing forwards. Lift up the seat cushioning and push the leg straps apart to create enough space to slide the seat plate into the space available. Once inserted correctly, align the leg straps over the rear end seat plate to hold it in place.



SPEED SYSTEM

Fit the speed system supplied with your wing: First either untie the bar from the lines or remove the Brummel hooks. The method explained here is with the Brummel hook removed, if you remove the speed bar reverse the routing procedure.

Route the free end so that it passes through the low friction ring, then through the slit on the side panel of the harness.



The line should then pass through the pulley located near the rear of the seat plate. Ensure the line runs cleanly between the low friction ring and the pulley and that it passes to the outside of all structural webbing and is not entangled with the bungee elastic. Replace the Brummel hook.

Double-check that the lines do not inadvertently wrap around any of the straps.

Attach the Bungee elastic to the corner of the speed bar with a Bowline (or other suitable) knot.



Now set the length of the speed bar. This is best done on a static hang point or alternatively it can be done on the ground. Make sure the speed system is not set too short and that it is symmetrical.

Once in the air, and when it is safe to do so, check that you can place your foot on the bar easily and that the system operates smoothly all the way to full speed. Adjust the length accordingly.

IMPORTANT: The speed bar lines must be of equal length, ensure they are not too short as this will inadvertently activate the speed system when under tension in the air. Always double-check lengths and symmetry whilst on the ground before flying.

RESERVE PARACHUTE INSTALLATION

The Quest has an integral under seat reserve parachute container and is supplied with a dedicated deployment bag. The container/deployment bag is suitable for parachutes with a volume of between 3 and 6ltrs and will accept most modern rescue parachutes including the Angel SQ 140 and steerable Rogallo types.

WARNING: Ozone strongly recommends that the reserve parachute system is installed by a qualified professional. Always seek experienced advice if you have any doubts, your safety depends on it.

To install a reserve parachute you should first pack the parachute so that it matches the shape and dimension of the supplied deployment bag.



Insert the parachute into the deployment bag and secure the deployment bag with the lines in the normal way. Depending on the size of your parachute you can use any of the eyelets for the best fit.



Attach the harness bridles to the parachute's bridle using a suitable connector (not supplied).

Please note; short bridle parachutes should be attached to the Quest's built in reserve bridles. If you have a parachute with long Y bridles, these should be attached directly to the shoulder points. Do not attach long parachute Y bridles to the built in harness bridles.

Open the harness's parachute container by opening the two zips. Place the deployment bag in the space provided with white arrow on the deployment handle facing uppermost so that it matches the black arrow on the harness. The handle should be correctly positioned as shown.

Pay attention to the harness bridles, they should be running neatly within the zipped channel down the side of the harness into the parachute pocket



To close the flaps, use suitable pieces of magic string or plastic and pull the white loops (A and 1) through eyelets B and 2, then C and 3.

Before closing the final flap, make sure the handle is correctly positioned as shown



And close the 3x zips that enter the container. First the one that secures the bridals and then the two zips for the parachute compartment, one at the rear of the pocket and the other at the front.





Now the top flap can be pulled into position. The handle sits behind the exterior material of the top flap and is secured with Velcro. Pass the nylon pins of the reserve handle through the gaps in the material just above the top flap eyelets. Pull the white loops through both top flap eyelets (D and 4) and push the pins through the white loops.

Finally the ends of the nylon pins can be neaten into the available tunnel as shown.



IMPORTANT: Make sure to perform a practice throw from a static hang point. Not only does this ensure the correct functioning of your deployment system it also allows you to become more familiar with the installation process.

FITTING

Before your first flight, we recommend to suspend the harness from a suitably strong point to check that it fits you correctly and to become familiar with the features and adjustments. You can set the shoulder adjustment-straps to find the best fit, and adjust the lumbar support so that they leave you in a comfortably reclined position. Only ever suspend from carabiners attached to the main hang points.



To put the harness on first place the shoulder straps over your shoulders.



Fasten the colour coded leg straps, ensure there is an audible click and that they are properly secured.



Connect the chest strap T lock buckles once again ensuring there is an audible click each time and slide the free end of the chest strap protector into the sleeve.



The shoulder strap retainer clip should now be fastened.

Fully clipped in with leg straps, chest strap and shoulder retainer straps closed.



ADJUSTMENTS

SHOULDER STRAPS

The length of the shoulder straps can be modified using the adjustment tabs. Adjust the shoulders whilst standing up with the harness on so that they are comfortably snug. Whilst suspended in the seated position ensure the straps are comfortable and supportive, they should not be too tight nor too loose.



LUMBER SUPPORT

The Lumber support should be adjusted for a comfortable flying position. Precise adjustments can be made in the air so that your lower back is completely supported and there is no tension in your stomach muscles. Be sure to adjust the lumber supports carefully, setting them too loose will result in a very reclined position in the air.

IMPORTANT: Make sure any adjustments are symmetrical. If you make a change, take your time to find the position that suites you best, only make small adjustments each time.



FEATURES

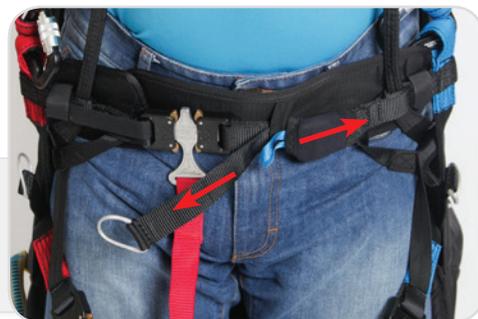


LEG STRAPS

Leg straps should be adjusted whilst in a standing position so that they are not too loose nor too tight. If the leg straps are too loose you will find it difficult to rotate into the seated position after take off and if they are too tight you will find it difficult to run. As a general guide, adjust so that you are able to comfortably slide your hand behind the leg straps.

CHEST STRAP

The setting of the chest strap is very sensitive, only small adjustments have a significant impact on the feel in flight. It is possible to adjust to make the adjustment in the air but it is safer to do so on the ground. For less roll response and less glider feedback tighten the chest strap, for more roll response and more feedback release the adjustment tab. Refer to the manual supplied with your wing, do not fly outside of the recommended chest strap settings.



LEG SUPPORT ANGLE

The angle of the leg support can be adjusted using the adjustment straps located near your thighs on the inside of the Lycra.



HYDRATION ACCESS SYSTEM

The Quest includes a hydration access system with an opening on the left hand side of the top pocket and an anchor point on the left hand shoulder strap for your hydration tube.



VELCRO SHOULDER MOUNTING

The opposite shoulder strap has a lightweight Velcro mounting point for a small vario, radio or GPS tracking device.

USE AND MAINTENANCE

CONNECTION TO THE WING



Attach the wing's risers to the carabiners at the main hang points. The A risers should be facing to the outside.

If you change the carabiners ensure that they are of a suitable dimension and fit correctly. The carabiners must be passed through both blue loops 1 & 2 - the main hang point and the lumbar support loop.

There are no other suitable attachment points for the risers on the harness.



PRE-FLIGHT CHECKS

Before take off it is important to carry out a thorough pre-flight check.

- Ensure the parachute pins are correctly in place and the zips around the parachute container are closed
- Visual check of structural webbing looking for any obvious damage
- Visual check of the carabiners looking for cracks or any signs of fatigue
- Risers connected correctly to the carabiners without twists
- Speed system attached and not tangled around the webbing
- Ensure all pockets are closed and zipped up
- Leg straps done up correctly
- Chest strap done up correctly
- Shoulder strap retainers done up correctly
- Double check your leg straps

TOWING

The Quest is suitable for towing. The tow bridles should be attached to the main carabiners, if you have any doubts ask a qualified towing instructor or see the operating instructions supplied with your tow release system.

EXTERNAL PARACHUTE CONTAINER

An additional parachute container (not included) may be added to the Quest. Use the carabiners to secure the container and parachute bridles.

PARACHUTE DEPLOYMENT

If you are in the unfortunate situation of needing to throw your reserve, do so with conviction:

Look; Reach; Pull; Throw.

- Look at the handle, grab it and pull so the retaining pins are released. The parachute can only be thrown with the right hand.
- Pull out the deployment bag, it is best to pull towards the outside so that the parachute extracts sideways from the pocket, pulling the handle upwards may not allow the parachute to release. Know your equipment and adapt your technique accordingly.
- Throw the parachute away from you as hard as you can into clear space, not towards your wing. It is important at this stage to remember to LET GO of the handle. Aim to throw with the direction of airflow to aid a fast opening and against the direction of rotation.
- If after throwing the parachute does not deploy (possible in low energy emergencies e.g. parachutal stall), grab the reserve bridle and give it a strong pull. This will help encourage the parachute to open faster.
- As the parachute deploys, the next stage is to concentrate on disabling the paraglider. There are several ways to do this – B line stall; rear riser stall; gathering the canopy by working up the A lines until you have the material in your hands or using the brakes to stall the wing. The best technique depends entirely on the situation. The most important thing to remember is to completely disable the wing so that it does not act against the parachute and cause a down-plane. Whichever method you choose do so symmetrically, you do not want the paraglider to start rotating, this could cause the paraglider to fly into and effectively disable the parachute.
- Due to the position of the reserve bridle hang points on most harness, deploying the reserve parachute tends to automatically put you in to the PLF position (legs down), if you are not, do everything you can to get yourself into this position so you can absorb the landing impact with your legs.
- Always use a PLF when landing under emergency situations or under a rescue parachute.

TECHNICAL SPECIFICATIONS

| | S | M | L |
|-------------------------------|------|---------|------|
| Weight (kg) | 4.36 | 4.6 | 4.93 |
| Recommended pilot height (cm) | <175 | 170-186 | >185 |

Weight includes all standard options: Back protection, carabiners, bridles & rescue pod/handle.

MATERIALS

Outer fabric (Cover)

Ripstop Nylon / Oxford 210Denier, PU Double Coating 0.8MM

Structure fabric

Nylon Oxford 210D PU2

Main webbing

Gurth and Wolf 20mm Polyamide, breaking strength 1700 kg.

Buckles

AustriaAlpin Cobra quick release buckles

Carabiners

Edelrid

CERTIFICATION

The Quest is certified EN 1651:2017 and LTF with a maximum load of 120kgs. In addition, the under seat foam protection is certified to the CE standard by CRITT (France).

WATER LANDING

After a water landing you should remove the reserve parachute, under seat protection, back comfort foam and seat plate and allow to dry. If you land in salt water it is necessary to thoroughly clean the harness and all parts with fresh clean water ensuring that all traces of salt are removed. Before reassembly make sure that the harness and all components are completely dry.

IMPORTANT: In the case of a water landing, the natural buoyancy of the back protection can cause the pilot to be turned face down in the water. It is recommended to immediately undo all straps and swim away from the harness taking care to not become entangled within the lines.

CARE

The Quest will last you many flights and many years if looked after correctly. To keep your harness clean and airworthy, please note the following:

- Avoid excessive exposure to UV, heat and humidity.
- Pack the harness dry and store in a cool dry place.
- Never drag your harness.
- Keep you harness clean of dirt and away from any oils or other corrosive substance.
- Use water and a cloth to clean.

INSPECTION

For safety, routine inspection of all of your equipment is vitally important. Ozone recommends a service interval of 12 months in addition to the usual pre flight checks. For inspection, visually check the stitching, webbing and all structurally important areas. Pay particular attention to the webbing around the hang point area under the carabiner, as this is where abrasion is most likely.

If you find any damage or if you are in any doubt make sure the harness checked by a professional.

DISPOSAL

When the harness comes to the end of its useful life, remove all the metal parts and dispose the rest in an environmentally friendly manner.

OZONE QUALITY GUARANTEE

At Ozone we take the quality of our products very seriously. Our harnesses are made to the highest standards in our own manufacturing facility. Every harness manufactured goes through a stringent series of quality control procedures and all the components used 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.

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 Quest.
Team Ozone



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Inspired by Nature, Driven by the Elements

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