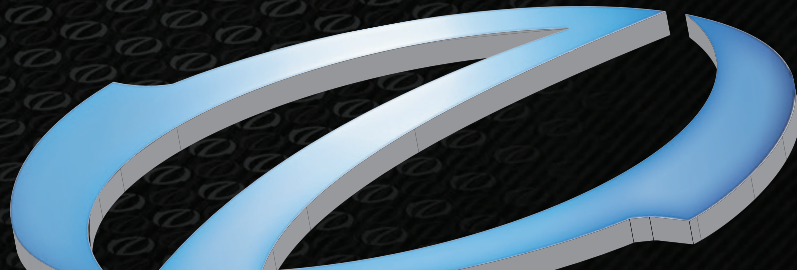




SOLOS

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 Solos, or any of our products please check www.flyozone.com. Or you can 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 wing, 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 SOLOS

The SOLOS is a light & sleek reversible harness design with technical features throughout. Comfortable and intuitive to fly, it is ideal for pilots of all levels. The Solos is designed for Hike & Fly pilots who carry a bit more than a typical ultralight kit.

Converting from harness to the comfortable and well-appointed backpack is simple and fast, with the harness stored in a compact configuration inside the back pocket. The conversion is simple: you can leave your hydration system in place, there is a zipped hip pocket, a large zipped pocket and lycra pocket on the sides, three compression straps for an even and compact carry-mode, and an effective waist belt.

The volume and back support length of the Solos pack is unique to each size, and matches the harness back support length, this ensures that your pack fits you as well as the harness does.

A hybrid leg-strap / seat board design provides a precise feel in flight, with easy weight-shift control and comfortable feedback. The seat board is removable if weight-savings are a priority, and in this configuration the SOLOS remains agile and comfortable. The structure and geometry is clean and simple with intuitive adjustments. The SOLOS back support structure is substantial for such a light harness. It is comfortable in reclined or upright flying positions, allowing you to relax and enjoy the flight.

The foam back protector is effective on take-off, offers some protection from side-impacts and is durable. Additionally, it is sleeker and more aerodynamic in flight than airbag designs.

The SOLOS is available in S, M, and L sizes, in two colour options.



PREPARATION

UNDER-SEAT MOUSSE

The Solos features a certified EN/LTF/CE mousse bag protector. Cleverly designed, it offers excellent impact absorption properties despite the low weight and volume. There are 2 separate mousses under the seat and both must be in place when flying the harness, this is important for the correct extraction of the reserve parachute.

The under seat protection is located within the grey zipped pocket which is found in the black zipped compartment at the bottom of the main rear pocket. The mousse are already in place within the structure of the harness upon delivery.

Make sure the thinner piece is inserted first and that it is seated all the way towards the front of the compartment directly under the seat plate. Access is through the grey zipped pocket located at the bottom of the rear pocket.



Insert the large mousse into the same grey zipped pocket. The mousse should be inserted with the thicker end facing towards the front.



It should be a snug fit but you should be able to close both the grey and black pockets without forcing the zips.

IMPORTANT: Both Underseat mousses must be in place when flying the harness, this is important for the correct extraction of the reserve parachute.



SPEED SYSTEM

A lightweight integrated speed-line is included as standard. The speed system is already installed by the factory but if you ever need to replace it follow these steps.

Route the line down through the small reinforced slit found on the outside of the side panel.



Pass the line through the Ronstan pulley

Then through the small opening and metal ring at the front of the seat plate.



Ensure that the lines run cleanly through the pulleys and pass to the outside of all structural webbing straps.

Attach the bar with a suitable knot. 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.

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 Solos 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.

Make sure you 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.

NOTE: The parachute can only be deployed with the right hand.

IMPORTANT: Both Under seat protection mousses and the foam block within the parachute container must be in place when flying the harness, this is important for the correct functioning of the reserve parachute system

To install a reserve parachute you should first pack the parachute so that it matches the shape and dimensions of the deployment bag. You must use the dedicated Solos deployment bag/handle.





Ensure the harness bridle is correctly routed into the reserve compartment as shown. Bring the zip securing the harness parachute bridle all the way to the end near the parachute compartment.

NOTE: The Solos is only suitable for reserve parachutes with a short bridle.

Attach the harness bridle to the parachute bridle using a suitable connector and secure the ends with elastics (not supplied).



Place the deployment bag neatly within the container matching the position of the arrow and ① to the main flap. The parachute lines should be uppermost.

NOTE: The parachute container has a small foam block held in position by Velcro. This must be left in position for the correct functioning of the reserve parachute system.



Now fold the deployment bag handle along the dotted line so the small arrow head matches the larger one.



The ② should now match positions on the handle and container.



Slide the black tag of the handle between the bridle and harness to hold it in position.



Now feed the yellow securing pins through the pin eyelets. Start with the pin located near the bridle. Each pin always starts with a red eyelet, feed the pin through each eyelet in order, make sure to not miss any inadvertently.



The end of the pin should be fed into the end pocket to fully secure it.



Now feed the reserve handle fully into the slot at the upper front part of the container. This secures the handle in position.



Now secure the next upper pin routing it through the eyelets. Ensure the red eyelet is routed first.





Run both container zips towards the reserve parachute bridle, as far as they can go. Then reverse the direction of the zips to close the container. At this stage do not fully close the container, close the zips just enough to secure the pin eyelets in position.

Feed the yellow plastics through the eyelets - Red eyelet first. Make sure both pins down each side of the container are correctly secured.



The parachute container and bridle compartment zips can now be closed fully. Secure the zips within the tags. On the container the tags are coloured red and on the bridle sleeve it is coloured black.

FITTING / ADJUSTMENTS

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. Fine tuning can then be made during your first flights to find the perfect set up for you.

SHOULDER STRAPS

The length of the Shoulder straps can be modified using the adjustment straps. 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 Lumbar 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 lumbar supports carefully, setting them too loose will result in a very reclined position in the air.



LEG STRAPS / CHEST STRAP



Fasten the leg/cheat strap with the click buckles. The red button must be depressed to close and open the buckles. Slot the circular hole over the silver boss so that the red button is depressed and then slide the buckle backwards. The red button will pop up, the buckle is then locked in place.



Ensure the buckles are closed properly, the red button should be up and the female buckles pulled fully so they are seated within the slots.

To undo the buckles first depress the red button and slide the buckle forward.



The length of the leg straps and chest strap affects the overall stability of the harness. For maximum weightshift the chest strap and leg straps should be left in their longest position. For greater roll stability the straps can be tightened. It is important to test fly and adjust to find the position that is best for your style of flying and overall comfort.



The shoulder strap retainer clip should now be fastened.

REVERSING THE HARNESS

BACK PACK MODE

To reverse the harness into backpack mode, it is not necessary to disconnect the wing from the carabiners or remove the hydration system.

If using a hydration system first remove the tube from the shoulder anchor points.



Ensure all the buckles, carabiners, risers and structural straps are placed on the inside of the harness structure, then fold the harness in half so the parachute is uppermost.



Undo completely the zip of the rear pocket and turn it inside out, it can now be done up again to completely enclose the harness structure.



Undo the clip and then the zip of the rucksack section and turn it inside out.



The wing can be placed on top of the harness structure and compressed into place with the adjustable strap.

Now you can zip up the rucksack leaving the Camelback in place.



HARNESS MODE

To convert from backpack mode to harness mode, reverse this procedure.

FEATURES

HYDRATION ACCESS SYSTEM

The Solos features an innovative hydration system. Whilst in rucksack mode the pocket is located on the right hand side, the Camelback can be left in place when converting into harness mode, the tube can be routed through the opening on the left hand shoulder and secured in the anchor point.



VELCRO SHOULDER MOUNTING

On the opposite shoulder strap, there is a lightweight Velcro mounting point for a small vario, tracking device or a radio.



REMOVABLE SEAT PLATE

If weight saving is the priority the seat plate can be removed. Access is from the black zipped pocket at the bottom of the rear pocket. When replacing, the narrower end goes towards the front. Route it through the structural webbing into the thin pocket and secure the Velcro tabs to hold it into position.



STORAGE POCKETS

In addition to the main rear pocket, in harness mode there is a side pocket with an internal retaining clip.



There are three pockets in backpack mode; a hip pocket with retaining clip on the waist strap, the large Hydration pocket and a smaller pocket with retaining clip located just above.



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 (1) and the lumbar support loop (2).



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 / Chest strap done up correctly
- Shoulder strap retainers fastened correctly
- Double check your leg straps

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 properly. 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.

TOWING

The Solos 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 Solos. Use the main carabiners to secure the container and parachute bridles.

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 and rear section 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 Solos 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, especially when landing.
- 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. 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.

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 Solos.
Team Ozone

TECHNICAL SPECIFICATIONS

	S	M	L
Weight (kg)	3.1	3.3	3.7
Recommended pilot height (cm)	<175	170-185	>180

Weight includes all standard options: Back protection, carabiners and rescue bridles.

MATERIALS

Harness Outer fabric

Nylon Oxford 210D PU2

Rucksack Outer fabric

Nylon Oxford 210D PU2

Main webbing

Gurth and Wolf 25mm / Technisangle 15

Reserve parachute Bridles

Dyneema 6mm

Buckles

AustriaAlpin HS150

Carabiners

Edelrid Foras

CERTIFICATION

The Solos 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).



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Inspired by Nature, Driven by the Elements

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