



# XXLite2

*Pilot Manual*



# XXLite2

## CONTENTS

Thank You	01
Warning	02
Team Ozone	03
Your XXLite 2	04
Limitations	06
Preparation	07
Basic Flight Techniques	08
Advanced Flying Techniques	11
Incidents in Flight	13
Care and Maintenance	15
Ozone Quality	19
Technical Specifications	20
Drawing/Riser lengths	21
Line diagram	22
Materials	23
Link Lites	24

## THANK YOU

**T**hank 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, 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 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.

This manual will help you get the most out of your glider, it is essential that you read it before flying your new wing for the first time. Its details the procedure for preparing the wing before flight, basic flying techniques and also includes tips and advice on how best to care and maintain your wing to ensure a long life and high resale value. For the latest updates, including all technical data please refer to the online version. This can be found on the product's page at [www.flyozone.com](http://www.flyozone.com)

If you need any further information about any of our products please check [flyozone.com](http://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

## 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.

The design team consists of David Dagault, Luc Armant, Fred Pieri, Russell Ogden, Honorin Hamard and Sam Jobard. Dav started flying when he was 12 years old and has accumulated a wealth of experience in competition flying, XC and paraglider design. Luc, a dedicated XC and competition addict has a background in naval architecture. Fred, our resident geek is a mathematician, mechanical engineer and vol Biv specialist. Russ is a competition pilot and test pilot with 1000s of hours testing experience. World and European champion Honorin is a naturally talented pilot who has been flying since he was 13 years old. Sam designs and develops our range of harnesses, he has a great deal of experience both flying paragliders and designing harnesses. Between them, they bring a wealth of knowledge, ideas and experience and work closely together in the design, development and testing process.

Mike Cavanagh is the boss and multiple winner of the UK XC league, when not out flying he generally keeps control of the mayhem. He is helped by Jean Christophe Skiera (JC) who manages our distribution network and the product range. Promotion and marketing are co-ordinated by BASE jumping legend Matt Gerdes.

Back in the office Karine Marconi, Chloe Vila and Isabelle Martinez run the show. These wonderful ladies look after the ordering system, the dealers, the design team and the general day to day running of the company - without them it would be chaos.

Our own 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 a superb team managed by Khanh and Phong with over 1000 production staff.

## YOUR XXLITE 2

With weight optimization in mind, the XXLite 2 is a no-compromise single surface lightweight mountain wing designed for serious Hike and Fly pilots. The new improved design offers increased glide performance; a higher trim speed - with the ability to accelerate the wing with the speed system; higher levels of in air comfort; better landing characteristics and more cohesive handling compared to the original.

Since developing the original single surface concept, the team have been constantly working on improvements, creating many prototypes and trying out many conceptual ideas. Our main focus was to increase the usable speed and performance without compromising on weight, volume or safety. The XXLite 2 features a unique full-span leading edge ram inflated tube. This provides a solid leading edge which accepts lower angles of attacks, giving a higher trim speed – now comparable with a normal double surface wing – and the ability to further accelerate the wing. This increase in speed opens up the safe flyable window and significantly improves overall performance in real air conditions.

The inflation characteristics are still ridiculously easy, light and easy to get overhead without the need to take hold of the risers. The take-off speed is still low, so it is easy to leave the ground with just a few steps and the landing behaviour has been significantly improved, the flare is really effective converting speed into lift for soft, controlled landings even in zero wind conditions.

The improvements to the design moderates the feedback of the wing, it is more comfortable and confidence inspiring than the original, absorbing turbulence and air movements in a more controlled manner. It is however still a special wing for special pilots who can appreciate its characteristics and have the skill and experience to pilot it. With the entire canopy open to the relative airflow and approximately 5kg of air missing from “inside” the wing, the XXLite 2 is more than 80% lighter than a normal paraglider of the same size. Consequently the pilot will experience more of the air as it has so much less inertia as it moves through variations in the air mass. This heightened “sensitivity” should not be understated, and it is important that pilots who choose to fly the XXLite 2 are capable of appreciating the feedback that this wing will provide, and also of evaluating the conditions that are appropriate for flying it.

Available in 2 sizes 16m and 18m and certified EN D\*, the low weight and packing volume makes the XXLite 2 the ultimate hike and fly wing. Recommended for experienced hike and fly pilots who are looking to add a special second (or third) wing to their quiver.

\* See certification section

### **B\*Lite Rucksack**

Your wing is supplied with the B\*Lite rucksack designed specifically for the XXLite 2. It is very light in weight with the perfect volume for your ultra-light weight equipment. It features an adjustable hip belt and shoulder straps, ideal for hike and fly.

### **Brake Lines**

The brake line lengths have been set carefully during testing. Do NOT adjust the brake line lengths away from the certified values.

- 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.

### **Risers**

The XXLite 2 has been designed with 2 risers per side. The Amsteel Dyneema risers are lightweight and practical, they feature Link Lite connectors that replace metal maillons for further weight savings.

The risers feature an accelerator system but do not have trimmers.

### **Certification**

The XXLite 2 uses forked A/B line attachment points at the leading edge which makes it impossible to induce asymmetric collapses conforming to the requirements of EN certification. However by using additional collapse lines the side collapse can be performed correctly with EN A recovery behaviour. Due to the current regulations, the use of collapse lines results in an automatic EN D rating. We believe however this rating does not reflect the actual behaviour of the wing nor the demands placed on the pilot.



**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 (B-risers) for directional control.

## LIMITATIONS

The XXLite 2 is a single surface wing designed for experienced pilots and for solo flying only. It is not suitable for tandem flights, training or aerobatics. It can soar, thermal and top land like any other wing but due to the lower top speed it is more limited in its scope of safe flyable weather windows. It should not be used in strong winds or when there is a chance of the wind speed increasing significantly. Like all paragliders, it should not be flown in particularly turbulent conditions. It is important that you understand and respect the inherent limitations of flying a wing without a high top speed. Only fly in calm, sensible conditions.

### **Total Weight in flight**

Each XXLite 2 has been certified with a specific weight range, we strongly recommend that you respect the limits. If you are an experienced single surface pilot who requires the most compact and lightest wing for serious hike and fly then you should choose the smaller size. If you are less experienced or want a wing more optimised for thermalling then the larger size is more suitable.

XXLite 2 16 = 55-90kgs

XXLite 2 18 = 67-105kgs

### **Towing**

The XXLite 2 is not suitable for tow-launching.

### **Flying in the Rain**

Modern wings are susceptible to rain and moisture, flying with a wet wing can result in the loss of normal flight. If you are accidentally caught-out in a rain shower, it is best to land immediately. If your wing becomes wet in the air it is advised to maintain accelerated flight using the speed bar, even during the final approach. DO NOT use big ears as a descent technique, the increased drag will increase the chance of a parachutal stall occurring. Instead, lose height with gentle 360's and maintain your air speed at all times. If your wing enters parachutal stall when wet, immediately accelerate the wing to regain airspeed.

### **SIV / Acro**

The exposed nature of the XXLite 2's structure makes it more susceptible to damage. Because of this we do not recommend you to perform SIV or aerobatic manoeuvres. Doing so will reduce the lifespan of the wing and done incorrectly could result in damage to the wing.

**IMPORTANT**  
**DO NOT perform**  
**aerobatics or SIV with**  
**the XXLite 2.**

## 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 a larks foot. 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. There must be enough slack in the speed bar to ensure the front risers are not pulled down in normal trim speed flight. 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. The chest strap should be set between 42cm and 46cm (between the centre of the hang points).

### Wing

To prepare the wing, lay it out on the top surface and perform a thorough daily check. It is vitally important to carefully inspect the surface and exposed ribs 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, E, 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 and then inspect the lines for any visual damage. Then inspect the risers for any signs of obvious damage.

#### 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. 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

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

**IMPORTANT**  
Due to the lightweight construction and exposed structural ribs, it is vitally important to perform a thorough and detailed daily and pre flight check.

## BASIC FLIGHT TECHNIQUES

The XXLite 2 has quite a unique feel in the air, if you are unaccustomed to single surface wings you will feel the airmass more. Turns are very responsive and co-ordinated, they require only small brake inputs to initiate. Even though the wing moves and talks in turbulent air, it still has a high resistance to both collapses and stalls. 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.

### **Launching**

Your XXLite 2 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.

#### **Forward Launch - Nil to Light winds**

When the wind is favourable, whilst gently holding the A risers move forward smoothly, your lines should become tight within one or two steps and the XXLite 2 will immediately start to inflate. Due to the extreme lightweight nature it is not necessary to use any force on the A risers to initiate the inflation. The wing will normally inflate overhead on its own. Do not pull down or push the risers forward excessively, 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 the XXLite 2 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, turn to face it passing one entire set of risers over your head as you turn. Inflate the glider using your body weight with your hands on the A-risers just to guide if necessary. Once the wing is overhead, release the risers, brake gently if necessary, turn and launch.

In stronger winds, keep the size of the wall to a minimum, hold the wing back with the brakes or rear risers to avoid unwanted inflations. As the wing inflates be prepared to take a few steps towards it.

#### **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**

**Be careful in strong winds - the wing wants to inflate! If necessary prepare the wing out of the wind. Do not fly in turbulent windy conditions with the XXLite 2.**

## Speed to Fly

Flying at trim speed (hands-up), the XXLite 2 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 or headwinds, you should fly faster than trim speed by using the accelerator system. At full speed the XXLite 2 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 20cm, the XXLite 2 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 XXLite 2 your first turns should be gradual and progressive. This is a small glider with a high wing loading, turns are consequently more dynamic and immediate relative to a larger double surfaced model. To make efficient and coordinated turns with the XXLite 2 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 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 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.

### **IMPORTANT**

**This is a small glider with a high wing loading, turns are consequently more dynamic and immediate relative to a larger model. Turns should be initiated smoothly and progressively, especially when flown close to a hill.**

### **IMPORTANT**

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

## **Landing**

The XXLite 2 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

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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. Never forget that properly analysing the conditions before launch will help avoid the need to use these techniques. Compared to a normal paraglider where the ribs are protected within cell walls, the exposed nature of the XXLite 2's make it more susceptible to damage. Because of this we do not recommend you to perform SIV or aerobatic manoeuvres. Doing so will reduce the lifespan of the wing and done incorrectly could result in damage to the wing.

### **Big Ears**

Folding in the wingtips 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 wingtips fold under. 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**

It is not possible to perform B line-stalls with the XXLite 2.

### **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 XXLite 2 will first turn almost 360 degrees before it drops into the spiral. 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 XXLite 2 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 XXLite 2 shows little tendency to remain stable in a spiral dive; however some parameters could interfere with its behaviour. These might include: wrong chest strap settings, total weight in flight outside of the certified weight range, 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 such a spiral dive. To do so, smoothly use opposite weight shift and apply enough outside brake to stop the wing from spiralling, the glider will then 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 the wing out of a spiral dive. Use opposite weight shift and apply enough outside brake to stop the wing from spiralling.**

**DO NOT practice SIV with the XXLite 2. You will reduce the overall lifespan and increase the chances of damaging the wing.**

### 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 XXLite 2 collapses in accelerated flight, immediately release the accelerator and manage the collapse using the same methods described above.

## **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 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**

### **Caring Tips**

The exposed ribs are more susceptible to damage, extra care should be taken when handling the wing on take off, in the air and after landing.

- DO NOT drag your wing along the ground to another take-off position. 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 excessive heat. Pack away once you have finished flying. Do not leave it sitting in the sun or in the back of a car.
- Change your main brake lines if they are damaged.
- Be Careful when groundhandling 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.

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.

### **Packing**

- Spread the glider flat on its top surface, then lay the cleared lines on top. The risers should be laid on the ground, at the centre of glider, near the trailing or leading edge.
- Take a wing tip and fold it in to the centre of the wing. Repeat this until the glider is folded up and approx. 60 cm's wide.
- Fold the glider so that the bundle is approximately the size and shape of the B\*Lite rucksack. Never roll the wing up as this introduces unnecessary stresses into the fabric.
- Always pack your XXLite 2 as loosely as you can, as every fold weakens the cloth on any paraglider.

### **Storage and Transport**

Always store all your flying equipment in a dry room, protected from direct heat. Leave it as loosely packed as practical.

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.

#### **IMPORTANT**

**Never pack away or store your glider wet.**

#### **IMPORTANT**

**Never use detergent or chemical cleaners.**

## **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 basic repairs on the Ozone website, including step by step instructions with pictures.

### **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 or directly from our website <http://www.flyozone.com/paragliders/en/shop/lines.php> 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**

You alone are responsible for your flying kit and your safety depends on it. Take care of your equipment and have it regularly inspected. Your wing should be serviced by a qualified professional for the first time after 12 months, or after 80 hours. However, if the wing is flown regularly we recommend a more frequent interval. 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.

**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)

**Line strength** - 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 14g for all 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.

**Line lengths** - 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. Special care should be taken when measuring the wing so as not to damage the exposed tabs. Measurements of the A lines should be made to the sail (short tabs), all other lines with long exposed tabs should be measured to the end of the line.

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, ...) 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 XXLite 2 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.

### **IMPORTANT**

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

### **IMPORTANT**

**Do not modify your wing in any way.**

## OZONE QUALITY GUARANTEE

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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](mailto: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.

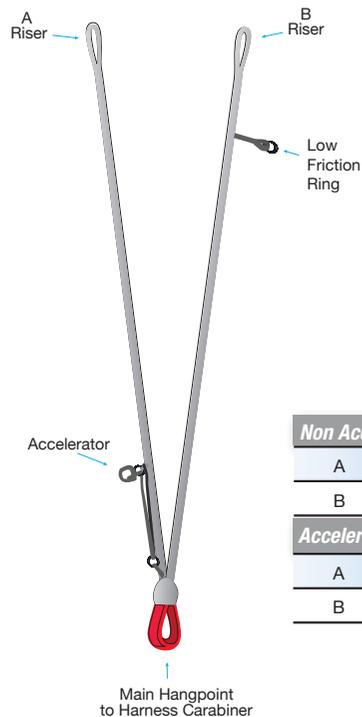
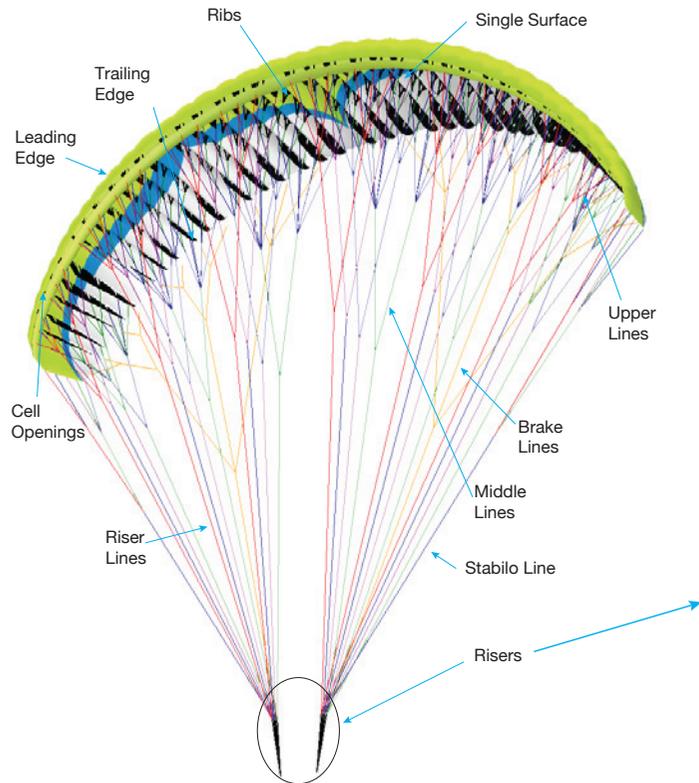
Happy flying & enjoy your XXLite 2.  
Team Ozone

## TECHNICAL SPECIFICATIONS

	<b>16</b>	<b>18</b>
No. of Cells	39	39
Projected Area (m2)	13.9	15.6
Flat Area (m2)	16.0	18.0
Projected Span (m)	8.0	8.5
Flat Span (m)	9.5	10.1
Projected Aspect Ratio	4.6	4.6
Flat Aspect Ratio	5.6	5.6
Root Chord (m)	2.0	2.1
Glider Weight (Kg)*	1.3	1.4
Max Control Travel (cm)	60	60
In-Flight Weight Range (Kg)	55-90	67-105
Certification EN/LTF**	D	D

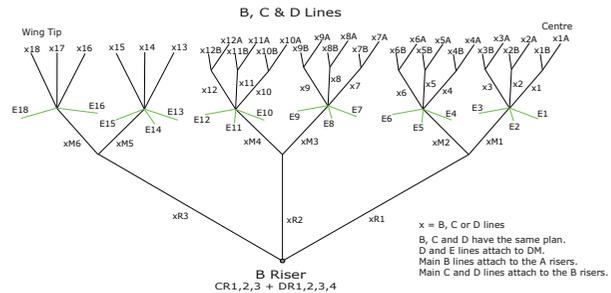
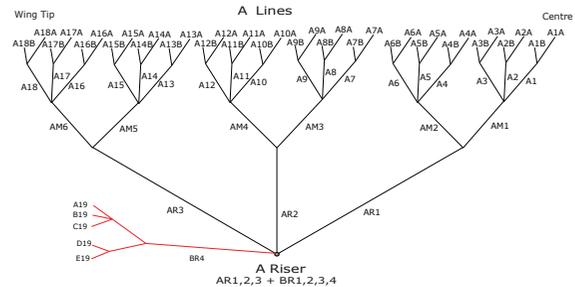
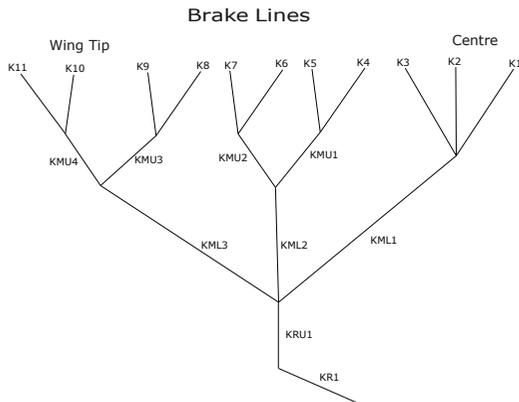
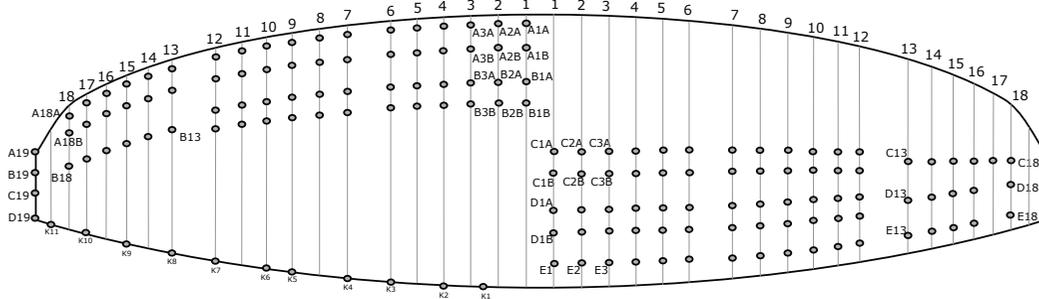
\* Weights may vary up to 50gm per size due to slight variations in the manufacturing of the fabric used.

\*\* Certified with collapse lines.



# LINE DIAGRAM

Individual and linked line lengths can be found online.



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

## **Cloth**

### **Single Surface**

Porcher 7000 E71

### **Ribs**

Porcher 7000 E91 FM

### **Leading Edge Reinforcement**

1.4mm Plastic pipe

## **MainLine Set**

### **Riser Lines**

Edelrid 8000U - 90/130/190/230kg

### **Middle Lines**

Edelrid 8000U - 50/70/90/130/190kg

### **Upper Lines**

Edelrid 8000U - 50/70kg

## **Brake Lines**

### **Main brake Lines**

Liros - 10-200-040 / Edelrid 8000U 190kg

### **Middle brake lines**

Edelrid 8000U - 50/70kg

### **Upper brake lines**

Edelrid 8000U - 50kg

## **Risers and hardware**

### **Maillons**

Link Lites

### **Riser webbing**

8mm Dyneema

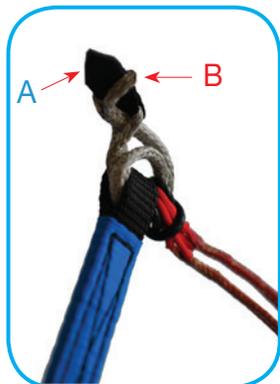
Low friction ring

## LINK LITES

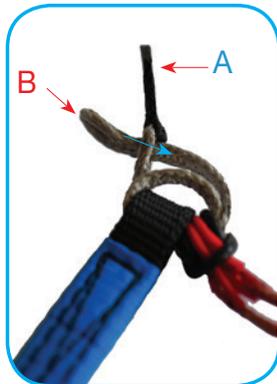
Your wing uses lightweight Amsteel Dyneema Link Lite connectors, they replace standard maillons and have a breaking load in excess of 1000kgs. To avoid disappointment, injury or death, when changing lines it is vitally important to connect the Link Lites correctly.

Please follow these instructions carefully, if you have ANY doubts please consult with your Ozone dealer.

### Removal



First loosen the **B** loop before feeding the **A** tab through the **B** loop.



Pull the **B** loop through the **A** loop, the lines and the rubber ring.



Continue pulling the **B** loop through the risers/lines/ring for the second turn.

Re-attaching the Link Lite is the reverse of the above procedure.

## Replacement



Ensure the lines are in the correct order and not overlapped, then install the rubber ring as shown.



The loops of the lines must come back through the rubber ring as shown.



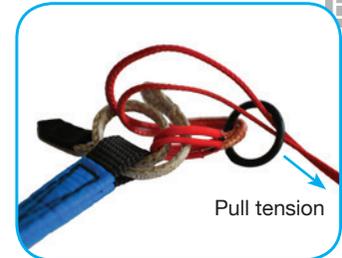
At this stage, make sure the lines and rubber ring are seated neatly on the Link Lites with no twists or overlapping loops.



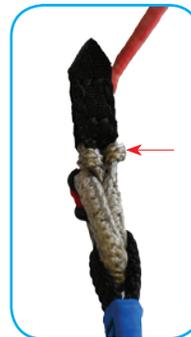
Close the Link Lites by feeding the **B** loop through the **A** loop before passing the **A** tab through the **B** loop.



Feed the **B** loop through the riser, then through the line loops, passing behind the lines before going through the riser for the second time. Tension the Link Lite so it is approximately the correct dimension, the **A** tab should be close to the risers.



Feed the **B** loop through the line loops for the second time following the same path as before. Once the **B** loop is through the second time and in the correct position pull tension on the lines to force the rubber ring into the correct position.



Double check the Link Lite is closed correctly, it should look exactly as shown.

**WARNING:**  
Incorrect mounting of the Link Lites will reduce the working strength and possibly cause complete failure resulting in serious injury or death. Ensure that they are mounted with **2 turns** and closed correctly.



1258 Route de Grasse  
Le Bar sur Loup  
06620  
France

*Inspired by Nature, Driven by the Elements*

[WWW.FLYOZONE.COM](http://WWW.FLYOZONE.COM)