



RAPIDO 3

Pilots Manual
EN



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THANK YOU

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

Confidence and belief in your paraglider is a far greater asset than any small gains in performance - ask any of the Ozone pilots on your local hills, or those who have taken our gliders on ground-breaking adventures or stood on podiums around the world. All our research and development is concentrated on creating the best handling/performance characteristics possible with optimum security.

As pilots we fully understand just how big an investment a new paraglider is. We know that quality and value for money are essential considerations when choosing a new wing, so to keep costs low and quality high we manufacture all of our products in our own production facility. During production our wings undergo numerous rigorous quality control checks that are fully traceable, this way we can guarantee that all of our paragliders meet the same high standards.

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

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

Safe Flying!
Team Ozone



WARNING

- Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an Ozone paraglider is undertaken with the full knowledge that paragliding involves such risks.
- As the owner of an Ozone paraglider you take exclusive responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks.
- Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.
- Be prepared to practice as much as you can - especially ground handling, as this is a critical aspect of paragliding. Poor control while on the ground is one of the most common causes of accidents.
- Be ready to continue your learning by attending advanced courses to follow the evolution of our sport, as techniques and materials keep improving.
- Use only certified paragliders, harnesses with protector and reserve parachutes that are free from modification, and use them only within their certified weight ranges. Please remember that flying a glider outside its certified configuration may jeopardise any insurance (e.g. liability, life etc) you have. It is your responsibility as the pilot to verify your insurance cover.
- Make sure you complete a thorough daily and preflight 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 create better, safer and higher performing paragliders.

The Ozone speed flying specialists offer a wealth of experience and talent with the likes of Rob Whittall, Matt Gerdes and Cade Palmer who ensure that each new model has a thorough test and development 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 coordinated 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 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 RAPIDO 3

The Rapido 3 is a turbocharged evolution of the Rapi-Dos. It delivers significantly improved speed and power with the same stability and comfort as its predecessor. It is designed specifically for performance pilots who need the ultimate in speed and swoop performance.

Overall, the R3 has the widest glide range of any wing we've tried, with the easiest launch and most stable feeling in the advanced category. It is faster at all parts of the trim range: Trimmed flat, glide performance is measurably improved. Trimmed steep, it dives and carves even harder than the Rapi-Dos.

The Rapido 3 evolution is focused on drag reduction and efficiency increases, yielding increased speed and glide. A new line set and fine tuned sail tension have effectively increased the glide range while still allowing high stability at low angles of attack. Newly engineered cross ports and an expanded use of lightweight materials have decreased weight for even higher agility thanks to reduced sail inertia.

What that means to you is even easier launches, more agile barrel rolls, and faster diving curves.

The Rapido 3 is designed for experienced speed riding pilots who already have at least one full season flying a highly loaded intermediate wing, such as the Fazer series. The Rapido 3's speed, dynamic handling, and swoop capability allows pilots to progress to the highest levels of the sport.



Brake Lines

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

- Ensure both main brake lines are of equal length.
- If a brake handle has been removed, check that its line is routed through the pulley when it is replaced.
- When the brakes are fully released in flight, the brake lines should be slack. There must be a substantial bow in them to guarantee no deformation of the trailing edge when accelerated.
- There must be a minimum of 10cm of free play before the brakes begin to deform the trailing edge. This prevents the trailing edge from being deformed when using the speed system.

Risers

The Rapido 3 has been designed with 3 risers group per side equipped with trimmers. The A riser is covered with coloured webbing to allow for easy identification.

The trimmers should only be used in calm conditions when you want more speed and a higher sink rate. Do not release the trimmers in turbulent conditions.

Rucksack

As standard the wing comes with a stuff sack, an optional ergonomic rucksack can be chosen at the time of order that is light in weight and comfortable. It features a padded hip belt, adjustable ergonomic shoulder straps and extra pockets to store keys, accessories and all those extra bits. Its volume allows you to store all of your equipment whilst distributing the weight for comfortable hiking.

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 (C-risers) for directional control.

WARNING

Never fly with your trimmers released in turbulent conditions.



LIMITATIONS

Pilot Suitability

The Rapido 3 has been designed as a solo mini wing for advanced level speed riding pilots, it is not suitable for training, beginners or tandem flights.

Choosing Your Wing Size

A range of sizes from 6m to 15m are available. The most suitable size for you depends on your experience and how you intend to use it. The 6m size is only for expert pilots with previous Rapido series experience. Sizes 8 through 13 should be chosen based on wing loading and experience, with the 15m size being accessible to the widest range of skill levels. Never fly above Ozone's recommended weight.

Certification

In addition to our own extensive testing, this wing has been load tested to the EN 926.1 standard at 8G with a maximum weight of 102kg. It has however, not undergone any independent flight certification.

Wing Loading and Flight Characteristics

Wing loading has a significant effect on the flight characteristics and behaviour of the wing. Heavily loaded, the Rapido 3 is more responsive to pilot inputs, has a higher sink rate, higher top speed and reacts more dynamically in turns with a greater loss of height. Flying at the maximum recommended load is only suitable for experienced pilots who have the necessary skills to control a more dynamic wing. High G rapid descent manoeuvres should be avoided.

Speed Wing Flying

You must be a competent skier and paraglider pilot before you attempt to fly on snow and you must always fly responsibly, especially near populated areas. Never practice flying on populated ski slopes or pistes! When on snow, always carry with you all necessary avalanche safety and rescue equipment.

Do not attempt to fly unless you have received instruction from a competent speed-flying instructor. Do not fly by yourself. Always use the buddy system and be aware of the location and safety of your partners!

Always carry the avalanche safety and rescue equipment necessary for back country skiing. In any alpine environment the following equipment is necessary: avalanche transceiver, shovel, probe, back protection, and helmet. It is absolutely essential to check the weather forecast and snow conditions.



Acro Flying

Speed Wing piloting is dangerous. Acro flying greatly increases the danger and therefore should not be attempted. Your wing is stable in flight and load tested to 8G, but we do not recommend flying acro.

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. Due to the efficient, wrinkle-free design of the sail, water tends to bead on the leading edge causing flow separation. Flow separation will make the wing more prone to entering inadvertent parachutal stalls, so flying in the rain, or with a wet wing (e.g early morning dew) should be avoided at all costs.

Towing

Do not tow launch your Rapido 3.

Modifications

Your wing has been carefully designed and trimmed to give the optimum balance of performance, handling and safety. Modification will result in a more dangerous and demanding flying characteristics. DO NOT modify your wing in any way.



PREPARATION

Harness

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

Wing

To prepare the wing, lay it out on the top surface and perform a thorough daily check. You should inspect the top and bottom surfaces for any rips and tears or any other obvious signs of damage. Lay out the lines one side at a time, hold up the risers and starting with the brake lines, pull all lines clear. Repeat with the stabilo, D (uppers), C, B and A lines, laying the checked lines on top of the previous set, and making sure no lines are tangled, knotted or snagged. Mirror the process on the other side and then inspect the lines for any visual damage. Then inspect the risers for any signs of obvious damage. If you have any doubts please get advice from experienced pilots or your local dealer or instructor.

To familiarise yourself with the glider it is a good idea to perform practice inflations and small flights on a training hill. This will enable you to set up your equipment correctly. The Rapido 3 shows no unusual flying characteristics, consequently it is suitable for a very wide range of pilot. Turns are smooth and coordinated, whilst on glide it remains solid and well pressured throughout the accelerated speed range as it has a very high resistance to both collapses and stalls. However it is a small wing and it can be dynamic so fly it with due respect, with high safety margins and always be progressive.

Take-off checklist:

1. Check reserve parachute - pin is in and handle secure
2. Helmet on and fastened
3. All harness buckles closed - check leg-loops again
4. Carabiners and maillons tight
5. Trimmers are set in the desired position and equal on both sides
6. Holding the A risers and your brake handles correctly
7. Leading edge open
8. Aligned in the middle of the wing and directly into wind
9. Airspace and visibility clear



BASIC FLIGHT TECHNIQUES

Launching

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

Forward Launch - Nil to Light winds

When the wind is favourable, whilst gently holding the A risers move forward positively, your lines should become tight within one or two steps and the Rapido 3 will immediately start to inflate. You should maintain a constant pressure on the risers until the wing is overhead. Do not pull down or push the risers forward excessively, or the leading edge will deform and possibly collapse making taking-off more difficult and potentially dangerous.

Move smoothly throughout the entire launch, there is no need to rush or snatch at it. You should have plenty of time to look up and check your canopy before committing yourself. Once you are happy that the Rapido 3 is inflated correctly, accelerate smoothly off the launch.

Reverse Launch - Light to Strong Winds

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

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

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

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.



Turning

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

Active Flying

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

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

IMPORTANT

The turn behaviour of the wing is direct and responsive and can result in a significant loss of height. Be cautious.

IMPORTANT

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



Landing

The Rapido 3 shows no unusual landing characteristics but as a reminder, here are some tips:

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



ADVANCED FLIGHT TECHNIQUES

Trimmers

The trimmers are designed to adjust the speed and sink rate of the wing, they should not be used to fly in stronger winds than it is safe to do so with the trimmers closed. Make sure you are an experienced mini wing pilot before attempting to fully open the trimmers, and only do so in calm conditions. Releasing the trimmers has a significant effect on both the speed and flying characteristics of the wing, learn the reactions of the wing at various trim settings with plenty of altitude. With the trimmers released directional control can be with the brakes or with the rear risers.

Do not fly with the trimmers released in turbulent conditions, the wing is more prone to collapse. In turbulence return the trimmers to the fully slow position, or at least the take off position (a few cm released), to improve the inherent stability of the profile and reduce the chances of a collapse.

Rapid Descent Techniques

Do not attempt traditional paragliding rapid descent techniques such as big ears, b-stalls, or spirals. It is already easy to create a high sink rate to lose height when necessary. You should always avoid flying in conditions which might require the use of rapid descent techniques.

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

DO NOT perform big ears, b-stalls or spiral dives.



INCIDENTS IN FLIGHT

Deflations

Due to the flexible form of a paraglider, turbulence may cause a portion of the wing suddenly to collapse. This can be anything from a small 30% (asymmetric) collapse to a complete (symmetric) collapse.

If you have a collapse, the first thing to do is to control your direction. You should fly away from the ground or obstacles and other pilots. Asymmetric collapses should be controlled by weight shifting away from the collapse and applying enough brake to control your direction. This action alone will be enough for a full recovery of the wing most of the time.

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

If you have a deflation which does not spontaneously reinflate, make a long smooth progressive pump on the deflated side. This pumping action should take about 1-2 seconds per pump. Pumping too short and fast will not reinflate the wing and pumping too slow might take the glider close to, or beyond, the stall point.

Symmetrical collapses reinflate without pilot input, however 15 to 20cm of brake applied symmetrically will speed the process. After a symmetric collapse always consider your airspeed. Make sure the glider is not in parachutal stall before making any further inputs.

If your Rapido 3 collapses in accelerated flight, return the trimmers to the slow position 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 use strong deep pumps of the brake on the cravated side. When doing so it is important to lean away from the cravatted side 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 experience 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; flying the glider when wet or out of trim. T

It is unlikely to happen, 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. If nothing happens after a few seconds, reach up and push the A-risers forwards or release the trimmers 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 trimmers, maintain a good airspeed at all times.

IMPORTANT
**Never fly in the rain or
with a wet glider**



CARE AND MAINTENANCE

Caring Tips

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

- DO NOT drag your wing along the ground to another take-off position - this damages the sailcloth. Lift it up and carry it.
- DO NOT try to open your wing in strong winds without untangling the lines first - this puts unnecessary strain on the lines.
- DO NOT walk on the wing or lines.
- DO NOT repeatedly inflate the glider and then allow it to crash back down. Try to keep this movement as smooth as possible by moving towards the glider as it comes down.
- DO NOT slam your glider down on the ground leading edge first! This impact puts great strain on the wing and stitching and can even explode cells.
- FLYING in salty air, in areas with abrasive surfaces (sand, rocks etc.) and ground handling in strong winds will accelerate the aging process.
- DO NOT fly in the rain or expose the wing to moisture.
- DO NOT expose the wing to unnecessary UV or heat, both of which are detrimental to the cloth. Pack away once you have finished flying. Do not leave it sitting in the sun.
- If you fly with a wrap, you should regularly undo the twisting that appears on the main brake lines. By twisting the line become shorter and you can end up with a constant tension on the trailing edge (which can lead to problem on launch, stalling, glider not flying symmetrically, ...)
- Change your main brake lines if they are damaged.
- Be Careful when ground handling to not saw the brake lines against the risers or main lines. The abrasion caused by a sawing motion can damage the main lines and lead to premature ageing of the risers. If you notice any signs of abrasion, especially to the lines, make sure you get the wing professionally serviced and importantly modify your ground handling technique to stop any further damage.
- Your Ozone wing has an opening closed using Velcro on the trailing edge of the tip called the 'Butt hole'. This has been designed to easily empty all the things which have been accumulating in your wing (sand, leaves, rocks, mobile phones etc).



Packing

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

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

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



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



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



Step 4. Group together the middle/trailing edge of the wing by sorting the folds near the B, C and D tabs.

If using a Saucisse pack go to Step 8.



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



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



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



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



Step 9. Turn the Saucisse on its side and make the first fold just after the LE reinforcements. Do not fold the plastic reinforcements, use 3 or 4 folds around the LE.



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



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



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

Storage and Transport

Always store all your flying equipment in a dry room, protected from direct heat. Your wing should be dry before being packed away. Moisture, heat and humidity are the worst elements for damaging your glider. Storing a damp glider in your car under the sun would be terrible for example.

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

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

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

Cleaning

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

Wing Repairs

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

If you damage the sail:

If the rip is small and in the middle of a panel however you can fix it yourself. You'll find all the materials in the repair kit you need. The fabric can be simply mended with the sticky rip stop/spinnaker tape. When cutting out the patches allow ample overlap of the tear and make sure both sides are different sizes. Make sure to round off each corner of the patches.

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

IMPORTANT
Never pack away or store your glider wet.

IMPORTANT
Never use detergent or chemical cleaners.



If you damage a line:

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

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

Maintenance Checks

Your wing, like a car, should be technically checked to ensure proper airworthiness. Your wing should be serviced by a qualified professional for the first time after 24 months, or after 100 hours. However, if you are a frequent flyer (more than 100 hrs per year), then we recommend you have the wing serviced annually. The checker should inform you about the condition of your glider and if some parts will need to be checked or changed before the next normal service check period.

The dimensions of the lines tend to move during the first part of their life, it is therefore recommended to have a performance trim check within the first 50hrs of use. To ensure the correct trim, the lines should be measured and adjusted to the published values as necessary.

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

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



Porosity is measured with a porosity meter, the time taken by a certain volume of air to go through a certain surface of the cloth. The time in seconds is the result. Measurements should be taken in several places on the top and lower surfaces close to the leading edge.

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

Strength of the lines - An upper, middle and lower A line, along with a lower B and a lower C (and lower D if applicable) line should be tested for strength. Each line is tested to breaking point and the value recorded. The minimum value is 14G for all main riser lines calculated from the maximum certified flying weight of the glider. The added minimum strength for the middle lines and upper lines should be the same value. If the breaking strength is close to the minimum value calculated, the professional should give a period after which the strength test should be performed again.

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

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.

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



OZONE QUALITY GUARANTEE

At Ozone we take the quality of our products very seriously, all our gliders are made to the highest standards in our own manufacturing facility. Every glider manufactured goes through a stringent series of quality control procedures and all the components used to build your glider are traceable. We always welcome customer feedback and are committed to customer service. Ozone guarantees all of its products against manufacturer's defects or faults. Ozone will repair or replace any defective product free of charge. Ozone and its distributors provide the highest quality service and repair, any damage to products due to wear and tear will be repaired at a reasonable charge. If you are unable to contact your dealer then you can contact us directly at info@flyozone.com.

Summary

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

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

Respect the environment and look after your flying sites.

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

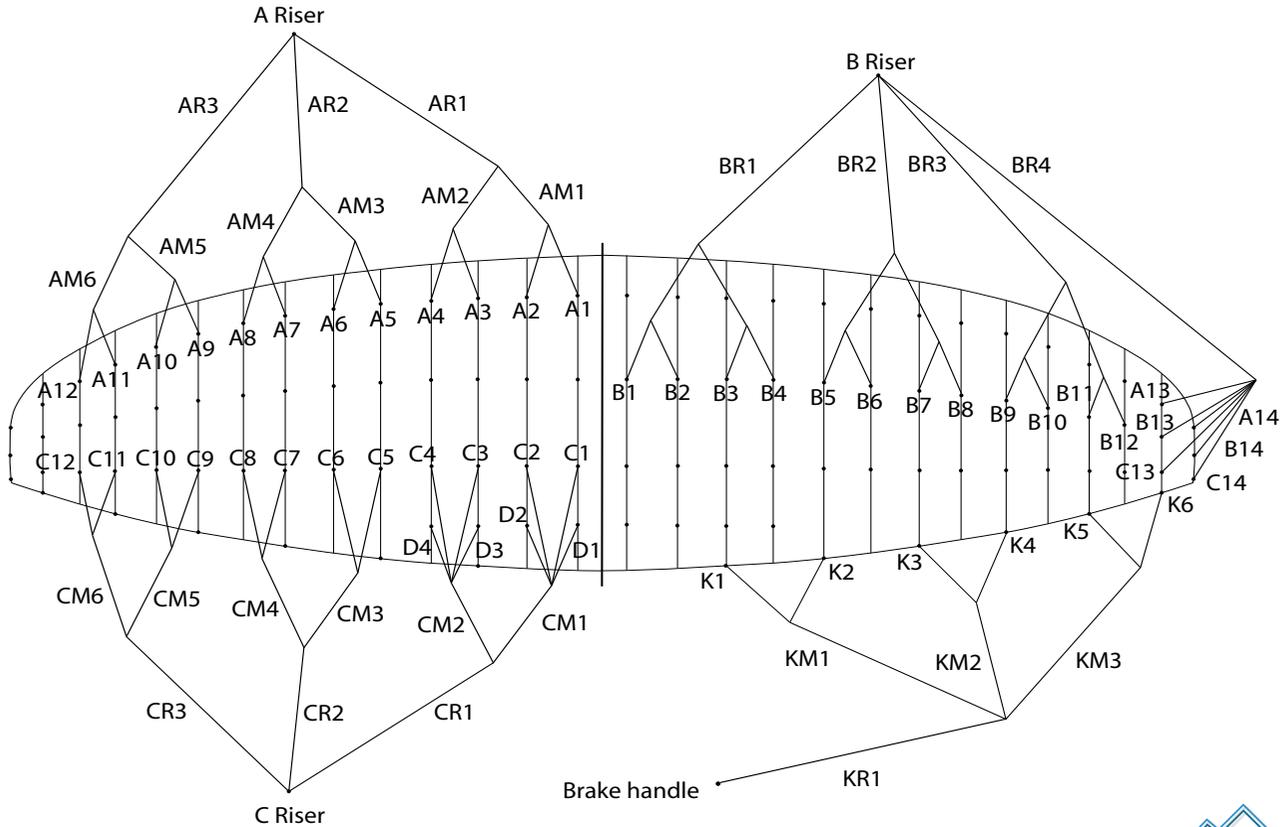
Finally, RESPECT the weather, it has more power than you can ever imagine. Understand what conditions are right for your level of flying and stay within that window.

Happy flying & enjoy your Rapido 3.
Team Ozone



LINE DIAGRAM

Individual and linked line lengths can be found online.



MATERIALS

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

Cloth

Upper Surface

Dominico 30D MF

Lower Surface

Dominico 30D MF

Internal Ribs

Porcher 9017 E29

Leading Edge Reinforcement

Plastic pipe

Line Set

Riser Lines

Edelrid 8000U

Middle Lines

Edelrid 8000U

Upper Lines

Edelrid 8000U

Brake Lines

Main brake Lines

Liros - 10-200-040

Middle brake lines

Edelrid 8000U

Upper brake lines

Edelrid 8000U

Risers and hardware

Shackles

Maillon Rapide

Riser webbing

20mm zero stretch polyester webbing



TECHNICAL SPECIFICATIONS

	6	8	9	11	13	15
No. of Cells	27	27	27	27	27	27
Projected Area (m ²)	5.68	6.99	7.88	9.64	11.39	13.14
Flat Area (m ²)	6.43	7.92	8.93	10.93	12.91	14.89
Projected Span (m)	4.14	4.59	4.87	5.39	5.86	6.29
Flat Span (m)	4.96	5.5	5.84	6.46	7.02	7.54
Projected Aspect Ratio	3.02	3.02	3.02	3.02	3.02	3.02
Flat Aspect Ratio	3.83	3.83	3.83	3.83	3.83	3.83
Root Chord (m)	1.25	1.38	1.46	1.62	1.76	1.89
Glider weight (kg)	1.6	1.8	1.9	2.2	2.4	2.65
Recommended Weight range (kg)	50-95	50-95	50-95	50-95	50-95	50-100
EN926-1 Maximum Load 8g (kg)	102	102	102	102	102	102



OZONE

Inspired by Nature, Driven by the Elements

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